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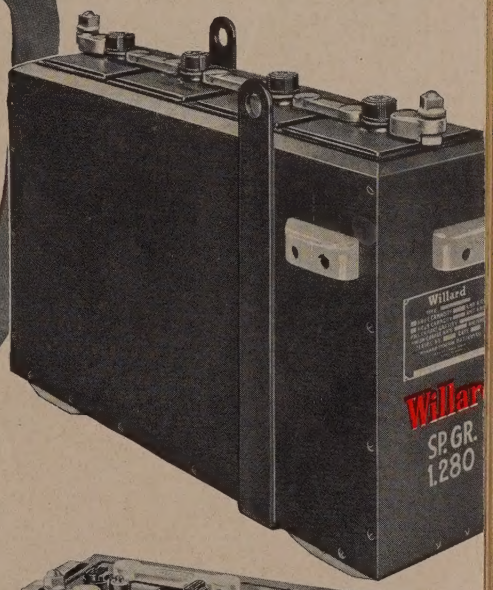

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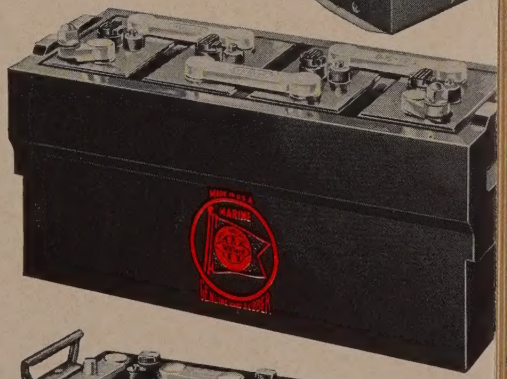

G and DRP Types for Auxiliary Power and Diesel Starting. For 32-volt sel systems. Dual insulated with Willard Rubber Insulation and glass fibre ining mats. Sturdy, hard rubber containers. Exclusive Willard "Safety-Fill" struction to prevent overfilling. Assembled in 8-volt units. DRG types for mal service. DRP types for heavy duty service.

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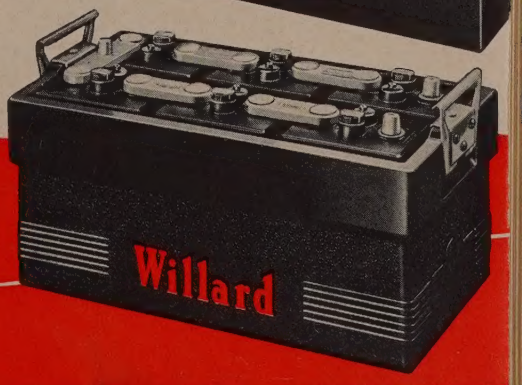
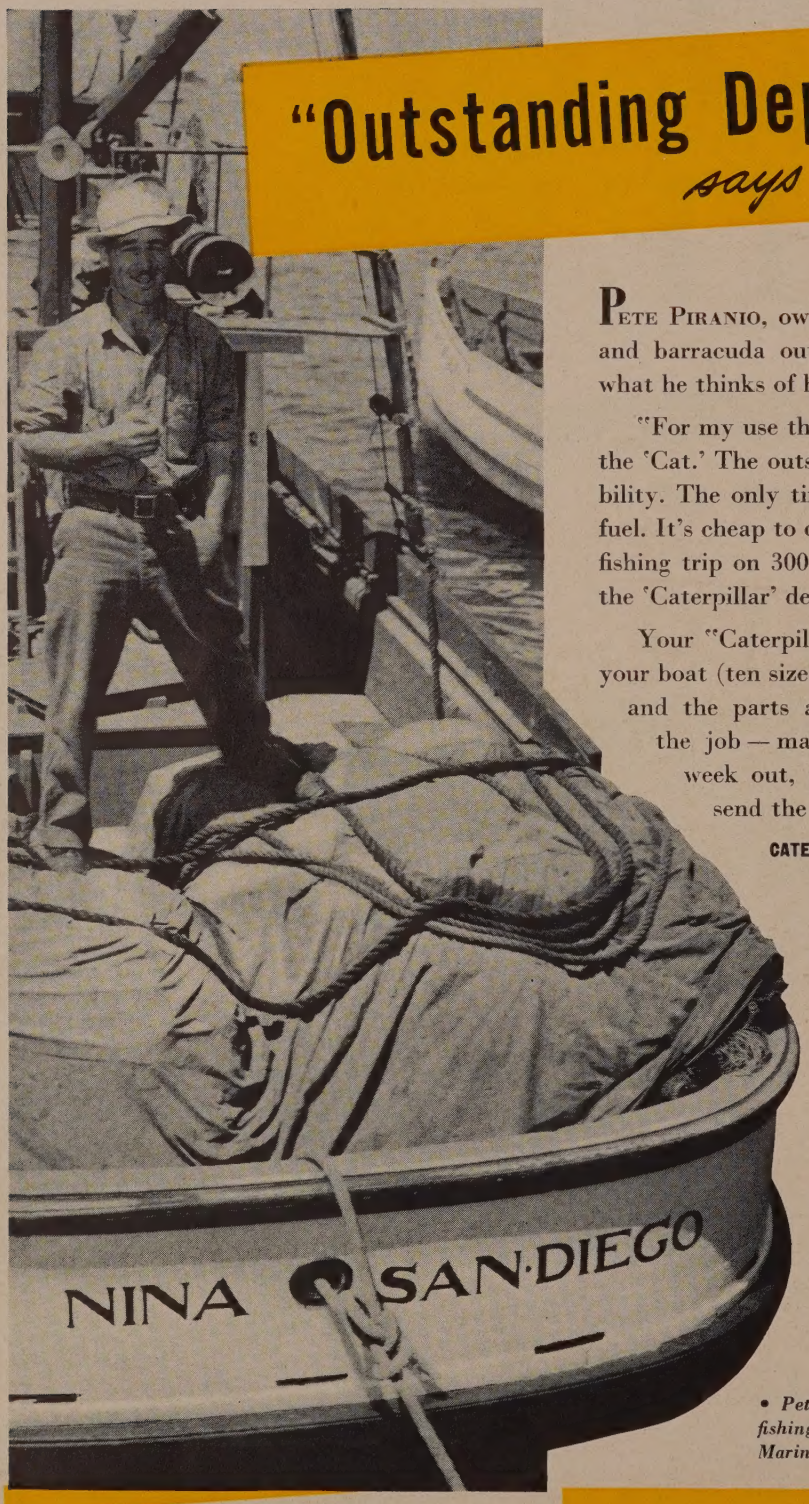


WILLARD STORAGE BATTERY COMPANY

"Outstanding Dependability" *says this Skipper*



PETE PIRANIO, owner of the *Nina*, fishes for albacore and barracuda out of San Diego, California. Here's what he thinks of his "Caterpillar" Marine Diesel:

"For my use there couldn't be a better engine than the 'Cat.' The outstanding thing to me is its dependability. The only time it won't run is when it's out of fuel. It's cheap to operate, too. I can make a two-week fishing trip on 300 gallons of fuel. And as for service, the 'Caterpillar' dealer's is tops."

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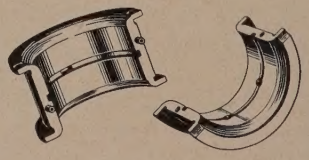

• *Pete Piranio, San Diego, Calif., aboard his 38-foot fishing boat,* Nina. *A "Caterpillar" Diesel D4400 Marine Engine gives her 7 knots speed.*

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CATERPILLAR DIESEL
REG. U. S. PAT. OFF.
Marine Engines

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 48 No. 3

FEBRUARY, 1950

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LAST MINUTE NEWS SUMMARY

Halibut Fleet Sharp in Criticism Of International Commission

International Fisheries Commission drew sharp criticism from its industry advisory board at their annual meeting in Seattle late in January.

The conference board was resentful of the fact that for 11 months the commission had considered imposing a "split-season" for extending the period of halibut fishing, and then announced only on Dec. 27, 1949, that it has learned it did not have the legal authority to do so.

A formal resolution charged that the commission "had failed in its duty" because of this delay in determining its authority, and also because "it has neglected to take steps to spread the present fishing season to lengths that will permit maximum utilization of stocks on the grounds."

The resolution called for the commission to make public its correspondence on the split-season matter, and said: "Should such correspondence reveal the withholding of information unnecessarily by any commissioner, or should it reveal evidence of partiality toward one part of the industry against any other part of the industry on the part of any commissioner or commissioners, those involved should resign."

The fleet delegates recommended that, unless in the meantime new treaty powers have not provided more effective means of dispersing the time and intensity of fishing, the halibut season open as follows: in 1951, on June 1; in 1952, on May 1; in 1953, on April 1; in 1954, on May 1; in 1955, on June 1."

Majority of the halibut ports favored a May 1 opening this year, with Juneau favoring April 1 and Prince Rupert June 1.

The commission tentatively suggested a program for closing an area in southern Hecate Strait, and one from Cape Ommaney south to Dixon Entrace, during the regular halibut season; with opening of these areas in August for a period designed to give any boat one trip. It was estimated that the fleet could take about 4 million pounds more halibut under this program than at present.

Initial reaction of the conference board was adverse, because of the difficulty of enforcement. Decision was reached not to impose this arrangement in the current season, but to continue study of it until 1951.

The halibut fleet advisory board urged a more active research program on the part of the commission, recommending:

"That the program of the Commission be revised to provide for more investigation on the grounds, particularly tagging, and less routine office work having little value from a conservation standpoint."

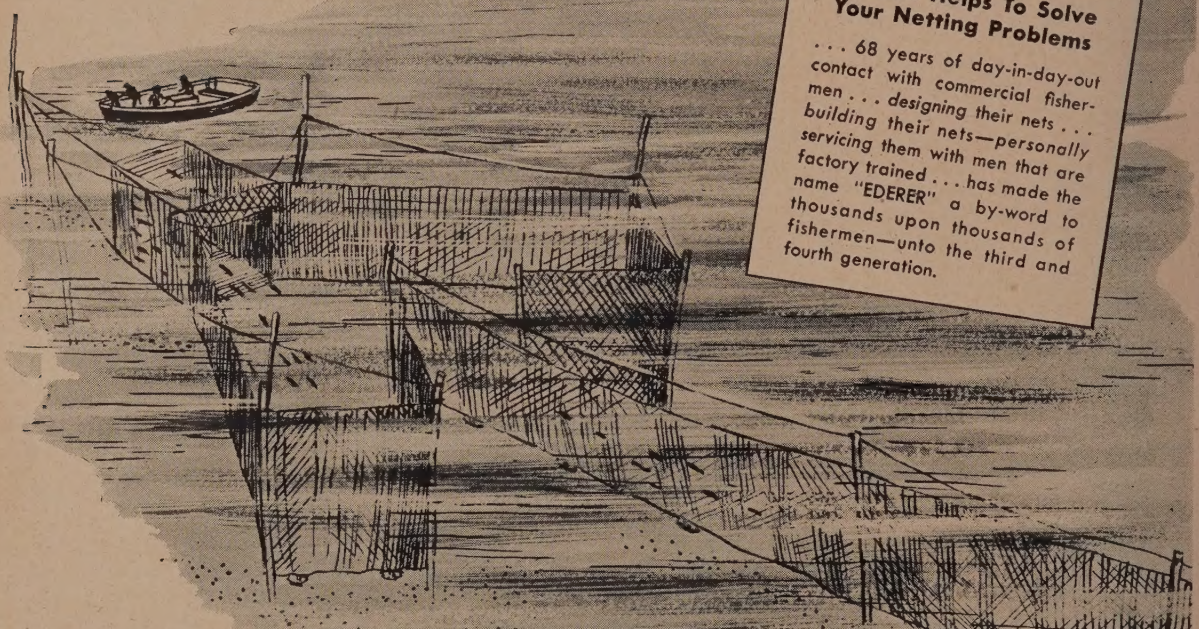
C. R. P. A. Advances Thompson and Sandoz

Nick Bez, chairman of the board of the Columbia River Packers Association, Inc., announced late in January that Edward W. Thompson has been advanced from president to vice chairman of the board, a new position, and that T. F. Sandoz had been elected president.

Mr. Sandoz has been executive vice president of the corporation since 1942.

Pacific Fisherman (with which is combined West Coast Fisheries) is published monthly except in January, when publication is semi-monthly, by Miller Freeman Publications Incorporated, at 71 Columbia Street, Seattle, Wash. Subscription: United States and Possessions, $3.00; Canada, $3.00; Foreign, $4. Entered as second class matter May 29, 1945, at the Postoffice at Seattle under the Act of March 3, 1879. Vol. 48, No. 3.

EDERER'S *Profitable* netting



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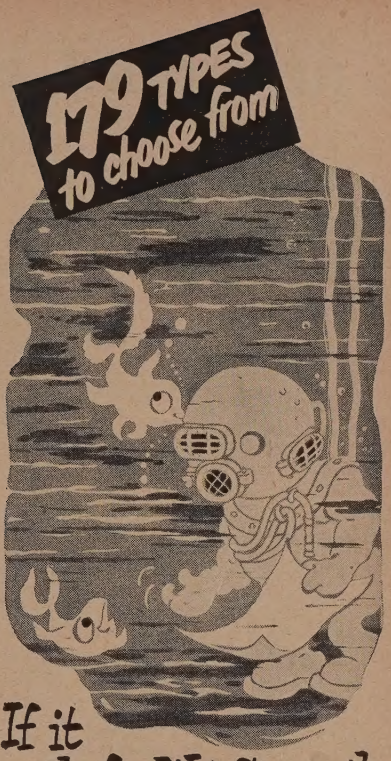

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The "Frank G. White," new steel-hulled San Francisco Harbor Tug, is characterized by a host of modern innovations. Chief among the requirements of the Board of State Harbor Commissioners was the quality of *endurance*—a quality already evident in this boat's experience to date. Simple, easy to handle, rugged throughout, this fine craft is fully expected to exceed the long years of service given by a famous predecessor in hauling dredges, barges and scows.

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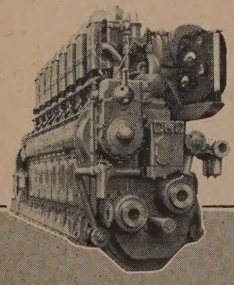
These money-saving features are coupled with all the high performance characteristics found in quality-built Enterprise Diesels for every power need. Whatever application you may be considering, you can rely on Enterprise—the choice of power experts.



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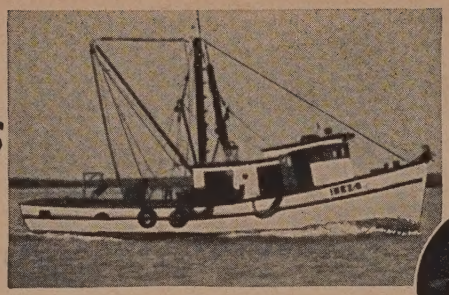
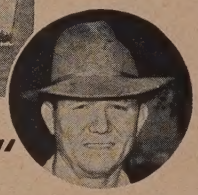
ON SHRIMP BOATS



. . . ON TUG BOATS



"There's Nothing Like A Lister-Blackstone"

— Earl Berwick, Berwick Bros. Towing Co., Port Arthur, Texas

From tugboats to fishboats, the BERWICK BROS. TOWING CO. knows its engines. Earl Berwick, owner, with his brothers Claude and Percy of the Berwick fleet's shrimper *Inez B.*, lays some mighty interesting Lister-Blackstone Diesel performance evidence right on the line:

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P.S. — *Elaine B*, another Berwick shrimper, will shortly be Lister-Blackstone equipped.

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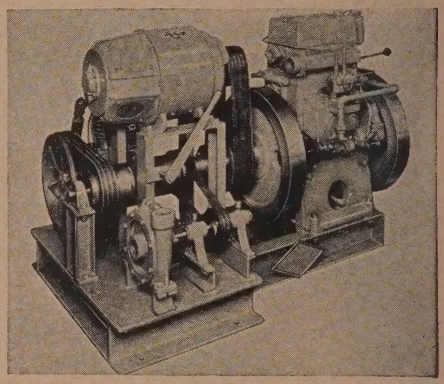

LISTER-BLACKSTONE 16 H.P. 2-CYLINDER MODEL CE MARINE AUXILIARY COMBINATION UNIT *driving 10 KW generator operating bilge pump and air compressor.*

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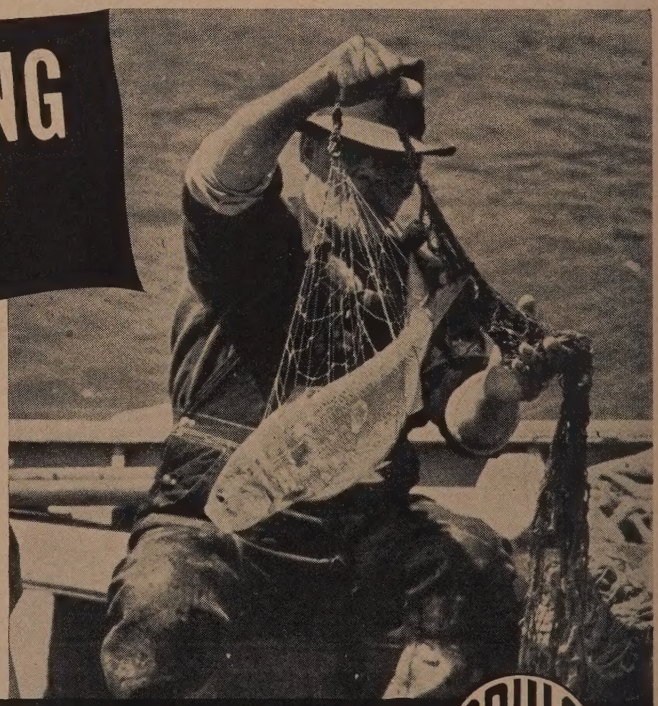

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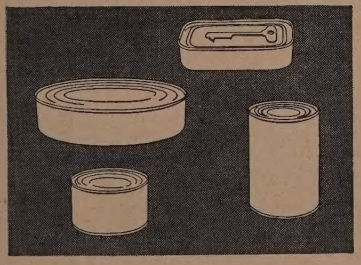

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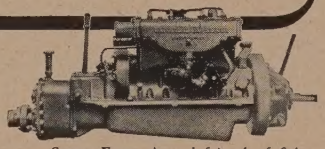

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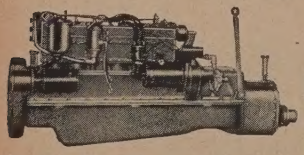

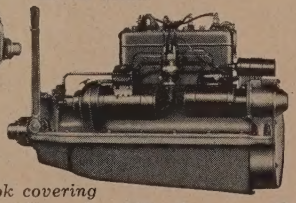

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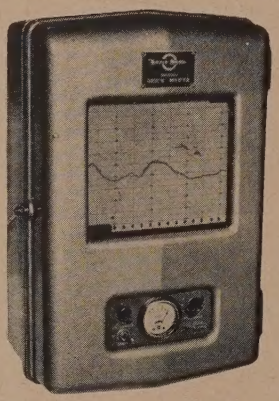

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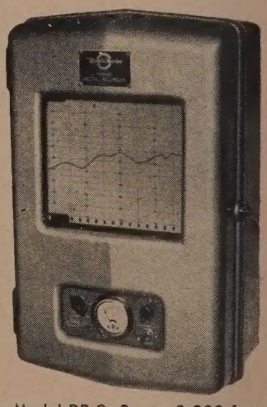

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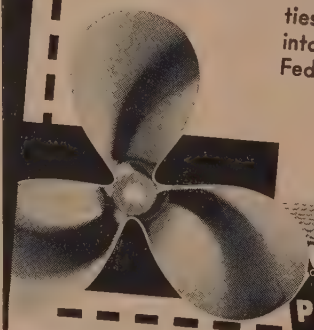

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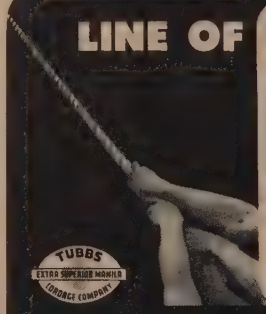

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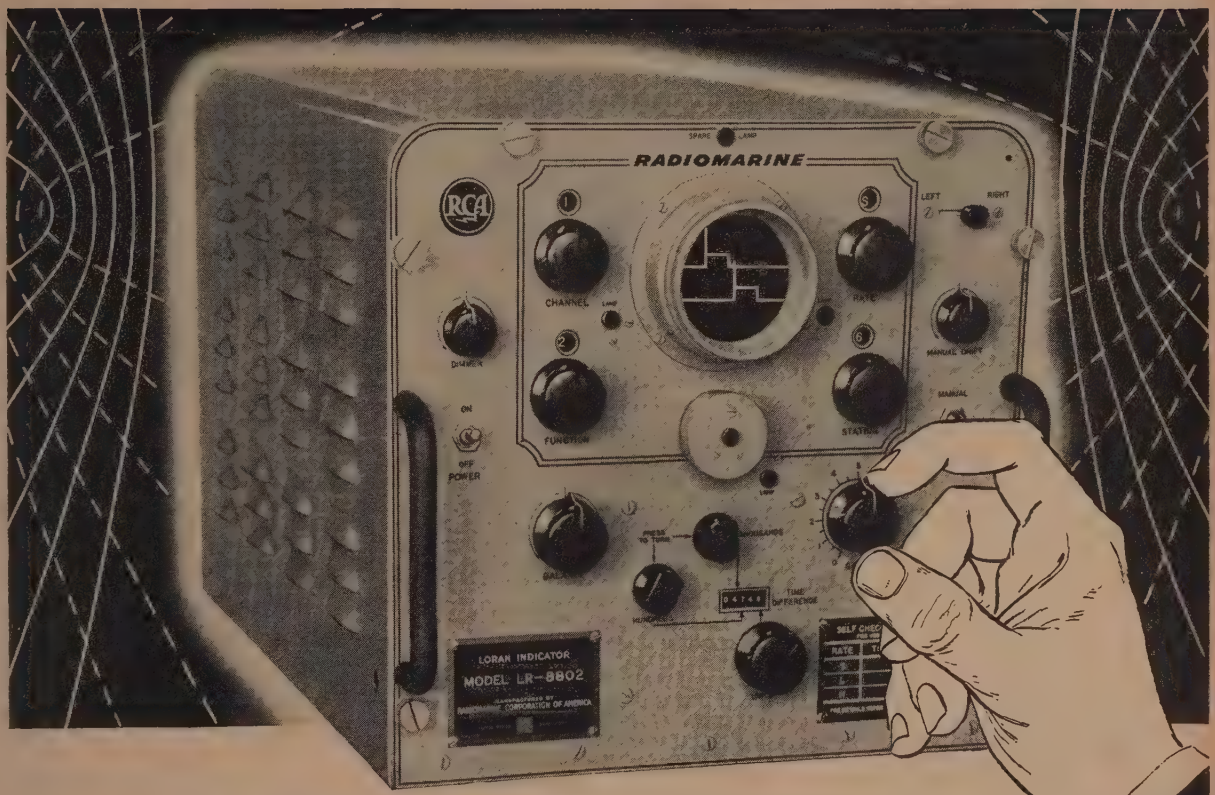

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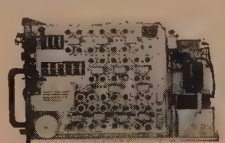

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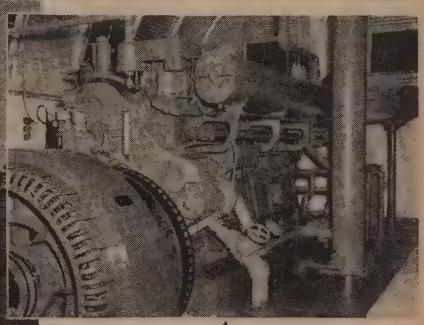

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Above, left: "David K. Phillips", "Margaret", "Alden S. Swan" and "William S. Brustar", 125' to 130' over-all, all repowered from 1944 to 1947 with Cooper-Bessemer direct-reversing diesels ranging from 515 to 730 bhp.

Above, right: Exterior and interior view of diesel-electric plant, powered by a supercharged Cooper-Bessemer 865 hp JS-6 diesel driving a 600 kw Elliot generator. Radiators adjacent to power house cool engine jacket water and water for lube oil cooler.

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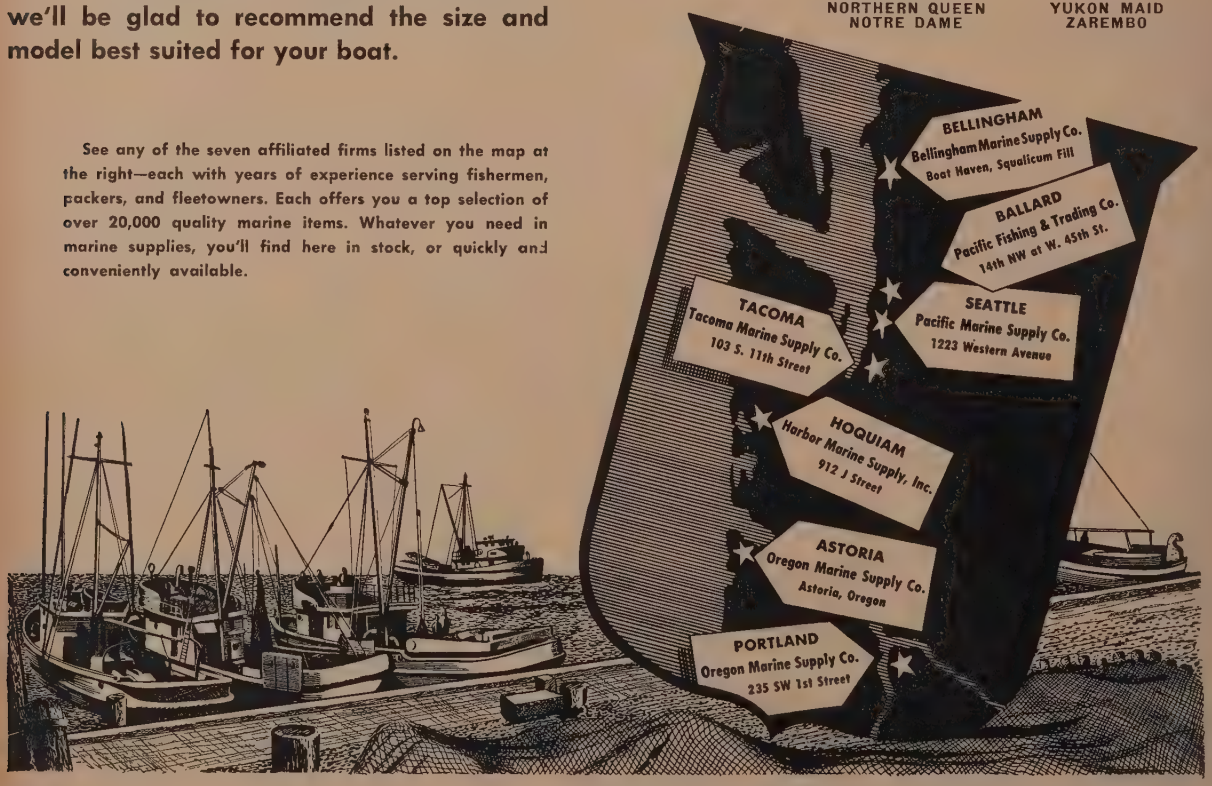

PACIFIC FISHERMAN FEBRUARY, 1950

1949-50 Sardine Pack Second Largest

After providing the second largest canned pack in history, California's northern sardine season was virtually ended by a big southeasterly storm. As Horace Mercurio, manager of the Monterey Purse Seine Association, boat owner's group, put it: "Our members feel that they had a good season, for at least the fish are back!"

As of Jan. 9 a total of 280,570 tons had been landed in California for the 1949-50 season, as compared to 141,054 tons the season previous. This breaks down into 16,326 tons for San Francisco, as against 642 tons; 129,549 tons for Monterey as compared to 39,175 pounds; and 134,695 tons for San Pedro as against 101,237 tons for the previous season.

The case pack was 'way up over the previous season also. As of Dec. 31, San Francisco had packed 76,285 tons for the 1949-50 season as compared to 1,545 cases; Monterey had put up 1,713,844 cases as compared to 668,865 cases; and San Pedro had canned 2,073,881 cases as compared to 1,768,126 cases. The grand total pack to Dec. 31, 1949, was 3,864,010 cases, as compared to 2,438,536 cases.

The only larger pack of any previous season was 5,155,114 cases in 1941-42.

In Monterey some 20 small boats were bringing in catches caught in the Bay, and 40 of the larger boats, were ranging south again toward Morro Bay, where most of the fish during the season had been caught. Seiners fishing out of San Francisco had caught most of their fish in the same area, and had made the long haul to San Francisco processing plants. Toward the end of the dark, San Francisco boats would often land their catches at Monterey plants, in order to save time in getting back to the fishing grounds before the light of the moon.

The first boat of the season prepared to leave Monterey for San Pedro for the southern tuna season. The purse seiner *St. Christopher,* Capt. Joe Giamona, removed her sardine net, and will install refrigeration and tuna gear at San Pedro.

The Monterey fishing fleet landed 13,008 tons of sardines during December, according to figures of the Monterey Fish Processor's Association.

This figure was larger than the December total for 1944-45, the last big season of sardine fishing out of Monterey, when only 11,752 tons were landed.

As 1949 ended the market for California sardines was quiet, with buyers buying from hand to mouth, waiting the outcome of the final southern California pack figures.

Ovals in tomato sauce were quoted at $6 per case, with indications that they might go to $6.50. Talls were quoted at $4 per case, and observers thought they might move to $4.50.

South's Sardine Season Closes Month Early

Southern California's sardine season has ended one month earlier than in previous years. The last dark started rather lamely on the night of Jan. 8, but only a few boats ventured out into stormy weather, and canners were none too enthusiastic about additional tonnage for the balance of the season.

From Oct. 1 to Dec. 31 the southern district had received 96,636 tons, or 38,059 tons more than for the same period in the 1948-49 season. During December a total of 43,936 tons was brailed, and 772,803 cases packed. The agreed price of $32.50 remained in force when the final dark opened and minimum limits were 50 tons.

Salmon Research Conference Takes Place of "Cutting"

A Salmon Research Conference will be held next month, in lieu of the usual canned salmon "cutting demonstration" and production conference.

The time has been set for Friday, March 10; the place, Olympic Hotel, Seattle. As at the previous "cuttings", all salmon canners, their responsible employees, agents and friends of the industry are invited to attend.

This decision was taken by common accord among the executives of the industry's various organizations, in view of critical conditions that have been developing in some of the Pacific salmon runs, and the increasing interest in the effort to ascertain the causes and remedies for these conditions through the work of the Fishery Research Institute of the University of Washington.

The conference, it is announced, will be addressed by Dr. William F. Thompson, director of the Research Institute, and members of the scientific staff, and will be illustrated with a large collection of excellent motion pictures and transparencies, all in color, showing various phases of the research in the Bristol Bay, Kodiak and Southeast Alaska regions.

A widespread demand for more information on such research has long been apparent, and leaders of the industry, including packers most directly concerned with these investigations, have felt the desirability of giving the cannery su-

perintendents, foremen and sales organizations, as well as the heads of packing companies, an opportunity to familiarize themselves more fully with the purposes, methods and progress of the work.

On consideration, it appeared that the time usually devoted to the "cutting" would offer an excellent occasion to place the salient facts of the reseach program before a larger group; that the future of the resource just now presents a more immediately urgent problem than the technique of production, and that a thoroughgoing discussion of research and related matters would introduce an interesting variation in the series of spring technical conferences.

Vitamin Oil Imports Get Blame For Low Prices

Imports of Vitamin A fish-liver oils were blamed by the trade as 1950 opened for the dizzy weakness of the vitamin oil market on the Pacific Coast—a weakness which had carried the price of representative oils down to about one-third of their value a year before.

Japan appeared to be the principal source of these imports—and with good reason, for 3,704 gals. of shark liver oil, plus 952 gals. of other vitamin oils reached Seattle in a single day, Dec. 30, 1949.

This quantity of shark liver oils could contain an enormous amount of Vitamin A, although there is nothing in the import statistics to indicate the actual supply of the vitamin contained in the oils.

Other sources of vitamin oils credited with contributing to the weakness of the market at Argentine and South Africa.

Capt. Carl Serwold, an important producer of vitamin oils at the end of December, 1949, could get no bid better than 6c per million units for dogfish livers. A year before he was offered 21c for similar livers, and by June, 1949, the price was 10c.

This same fisherman pointed out that the O.P.A. ceiling price on livers of this sort—5,000-unit oil—was 14c per million units. Today they are worth 6c. He had been informed that the Japanese were offering virtually unlimited quantities of 100,000-unit oils at 14c per million units, fob. Seattle, duty paid.

His investigations showed that the United States consumes an average of 110 trillion units of Vitamin A annually.

In 1947 imported oils provided about 5 trillion units of this amount. The following year imports accounted for 12 trillion units.

The trade estimated at the start of 1950 that final figures on the 1949 imports of Vitamin A would show 35 trillion units from foreign sources —approximately one-third of the American requirements.

Hamlin-Halferty Seafoods Succeeds Old-Time Firm

Hamlin-Halferty Seafoods, Inc., a new Seattle corporation headed by Guy P. Halferty, Jr., has succeeded the old-established canned salmon brokerage firm of E. H. Hamlin Co. Headquarters remain at 218 Mutual Life Bldg.

Mr. Halferty is well known as the son of a prominent producer and distributor of canned salmon and clams, and was associated with his father (mainly in the production department) for some 24 years in the Alaska and Washington coast districts. He recently purchased the interest of Mrs. Hamlin, widow of the founder of the old house.

With him, as vice-president of the new company, is C. H. Anderson, who long held a similar office under Mr. Hamlin and continued the management after the latter's death last February; and Miss M. I. Taber also continues her long-standing service as secretary.

In addition to salmon, Hamlin-Halferty Seafoods will be active in national distribution of canned clams, crabmeat, oysters, tuna, sardines and mackerel. Mr. Halferty is spending most of December calling on the trade in California, and plans to leave early in January for the national canners' and brokers' convention at Atlantic City, with later visits to many markets which will keep him on the road till late February.

Edward H. Bell, Canco Coast Chief, Passes

Pacific fish canners from Alaska to Southern California were shocked Jan. 12 by the sudden death in San Francisco of Edward H. Bell, 61, vice president in charge of the Pacific Division of the American Can Co.

Mr. Bell was known intimately to Pacific fish canners as result of many years spent in close contact with the industry. He had attended the last convention of the Association of Pacific Fisheries at Coronado, Calif., in November.

Death came to him at his home after only a short illness. Funeral services were held at San Francisco Jan. 14.

Mr. Bell, a native of Texas, was educated at the University of Texas and the University of California. He began his career with the American Can Company in 1909 as a junior salesman in San Francisco. Two years later he was transferred to New York and from there went to Chicago and Montreal.

From 1930 until 1931 Mr. Bell was in London as general manager of the British Can Company, with which the American firm then was associated.

He was general manager of the American Can Company, Ltd., in Vancouver, B. B., from 1932 until 1938, when he came to Seattle as general manager in charge of the Northwest District.

Mr. Bell had lived in San Francisco since 1943 when he was made vice president in charge of the Pacific Division.

Mr. Bell was a member of the Rainier Club, Seattle.

Surviving are his wife, Claire; a daughter, Mrs. E. T. Zook, Jr., of San Francisco; a brother, W. C. Bell, New Haven, Conn., and two sisters, Mrs. Bentley Byrd, Norfolk, Va., and Mrs. Kenneth Black, Richmond, Va.

Dean Johnson Retires

Dean B. Johnson, for more than 20 years designer and superintendent, San Diego Marine Construction Company, San Diego, retired as the new year began. From his board had come a long line of tuna clippers, yachts, tugs and workboats during the long service with the yard. He was hired by Capt. Oakley J. Hall, president, in the late 20s. Previous to that time Mr. Johnson had an outstanding reputation in the Pacific Northwest as a naval architect and boat builder.

SCRUTINIZING TUNA

Record Breaking 1949 Catch Subjected to Analysis

The Southern California tuna-fishing and packing industry took advantage of usual slow start of new year's operation to observe and compare the facts and figures of 1949, discovering that, while the gross tonnage of raw fish was substantially greater than in 1948, the pack stood only slightly above that for 1948 in Southern California.

While the figures quoted below are subject to revision, they are substantially correct and provide a true picture of the year's operations in all phases.

First 1949's raw tonnage, delivered at San Diego and Los Angeles-Long Beach harbors—with some Albacore tonnage credited to Newport harbor—totalled 161,200 tons, against 156,000 tons in 1948, an increase of slightly over 5,000 tons.

San Diego's six canneries flumed 99,880 tons; the northern district, 61,320 tons. The breakdown, in tons:

	San Pedro	San Diego	1949 Total	1948 Total
Yellowfin	35,128	58,128	93,695	95,753
Bluefin	1,573	45	1,618	3,186
Skipjack	11,882	28,039	39,921	29,320
Albacore	8,180	12,799	20,979	18,340
Bonito	830	67	897	4,527
Yellowtail	3,288	802	4,090	4,969
Total	61,320	99,880	161,200	156,095

The above figures for 1948 cover all California landings, while those of 1949 are for Southern California only.

Thus it is seen that the basic Yellowfin ran 2,058 tons behind 1948; Skipjack however, was 10,601 tons ahead; Albacore was 2,639 tons ahead, while Bluefin tonnage was short, 1,568 tons. Bonito suffered most, 3,630 tons short; Yellowtail was behind 879 tons.

Discounting Albacore, which has the highest yield, as well as Bonito and Yellowtail, the pack from Yellowfin, which produces the highest yield per ton-case, except Albacore; fell considerably. On the other hand, Skipjack, smaller yield, was far ahead in raw tonnage. The final effect, however, would be to reduce the gross yield per ton of raw material.

Looking at the year's operations of the Southern California tuna clipper fleet, the combined groups of hook-and-liners delivered to both receiving districts, completed 760 trips during 1949. This was a considerable reduction from the previous year when 940 trips were made.

It is interesting to note that, deducting the year's increased Albacore catch, mainly a small-vessel operation, the two year's tonnages in the basic species were substantially the same, yet with 180 trips less. The reason is to be found in the gradual elimination of smaller vessels from the fleet officially designated as "clippers," and the addition of new clippers and the filtering into the fleet of large-tonnage YP navy clippers.

214 Clippers in Fleet

At present the fleet of clippers total 214 vessels. Had these been in interrupted operation during the year the tonnage at the end of 1949 would have very much greater. While it had been freely declared at the beginning of the year that the total yield would represent 1,000,000-case reduction from 1948, events did not prove this out.

Scores of fishing days were lost during the year as packers faced heavy early tonnage and halted sailings several times during the year. Yet, because of the higher potential with more and more larger-tonnage vessels in the fleet, the bait boats were able to better their 1948 tonnage.

Slimming Results Adverse

The other type of high seas operation, purse seining, did not enjoy a successful year, although it wasn't for lack of trying. Tuna-netting was extended along the entire "Yellowfin trails" to the Galapagos Islands, yet the gross tonnage from both Mexico and southern banks was less than 16,000 tons, exclusive of bonito and yellowtail.

The approximate breakdown was Yellowfin: 11,600; Bluefin, 1,600 and Skipjack, 2,000. The Bluefin failure, both in Mexican and local waters was a bitter disappointment to the seiner owners and crews, as was the ability to find Bonito in important tonnage as during the previous year. During the year the purse seine fleet made 232 trips, the majority of these by members of the Fishermen's Cooperative Association of San Pedro.

While the Albacore tonnage increased, to make 1949 the greatest in Longfin tuna fishing, the lower price for raw material—most of it purchased at dockside price of $400—made the gross earnings of the small-vessel fleet about the same as 1948.

As the new year opened it found some 85 clippers at sea, all of whom had sailed following expiration of required lay-up in port of varying periods, but mostly 60 days. By January 10 there were a total of 104 clippers at sea. Very little raw tonnage was expected in January, however.

1949 Price Is Continued

As to raw price, Van Camp Sea Food Company had assured its fleet of 75 clippers the same scale as in 1949: Yellowfin, $310; Bluefin, $300 and Skipjack, $290. Other canners were releasing clippers on a one-trip basis at the same scale. However, there were rumors along both waterfronts of individual raw-price concessions being made, but with crew's shares remaining at the same level.

The year will have to be considerably older before the general pattern of raw-price scale, whether it will remain traditionally a one-price structure for all fleets, or individually determined, is unknown. Too, developing events, both as to tonnage and national sales of the canned product, will set the tempo of fleet activity.

At Los Angeles harbor, canners began sending out their seiners before the end of 1949 and several sailed following the New Year. Many more were being readied for early 1950 sailings, first to try for Bluefin at Guadalupe Island, Mex., later scatter from Lower California to the Galapagos.

UNFROZEN CHILLED SEAFOODS SHIPPED BY AIR IN PLASTIC "CANS"

Refrigerated — but not frozen — seafood specialties packed in plastic can-shaped containers are being shipped from Seattle by air to markets within a radius of 2,000 miles by a newly-formed firm known as Air-Fresh Products Co., formed by several technological students of the University of Washington School of Fisheries.

They are putting into commercial application from a plant located on Harbor Island, Seattle, a process and container developed in technological course at the University. The investigation was started by Clifford Soderstrom as a "problem course" in the School of Fisheries.

Sample shipments using the method and the plastic container have been made over a period of a number of months, with results so favorable that during their Christmas vacation two of the men in the company, Peter Wilson and Dixon Stroup, went on a sales trip, returning with substantial orders for weekly shipments of crabmeat, Olympia oysters, trout and salmon steaks.

All products are handled fresh, and production is timed with air schedules so the refrigerated—but no frozen—products reach their destinations within 24 hours of landing.

The plastic "cans" are made from Tenite sheeting, formed around a mandrel and the side seam closed with a plastic cement. Ordinary tin can tops and bottoms are attached to the plastic bodies by means of a seamer using ordinary industrial can rolls and chucks. The can bodies are not flanged. Since the plastic containers cannot be sterilized by heat, the finished "cans" are sterilized before filling by dipping in a chemical bactericidal solution, followed by rinsing.

The sealed plastic cans currently being used are equivalent to half-pound flats. They weigh about one ounce per pound of net contents. After filling, they are packed 24 to a waxed corrugated fibre case, which is brought to an interior temperature of 32 degrees before being air expressed.

Detailed information regarding the processes employed may be obtained from the School of Fisheries, University of Washington.

T. N. Bland is Elected President of Fibreboard

At a meeting last month of the board of directors, Fibreboard Products Inc., San Francisco, D. H. Patterson Jr., resigned as president, and T. N. Bland was elected to the office.

Mr. Patterson has been identified for more than 50 years with the paperboard industry, of which 35 years have been spent on the Pacific Coast, with Fibreboard, and a predecessor company.

Mr. Bland has been associated with the same organizations for 28 years, and for the past 12 years has been vice-president of Fibreboard. He is widely known in the fishing industry and attended the 1948 Salmon Convention at Victoria in company with Troy Carey, Seattle district sales manager.

Meeting for the first time in the corporation's new offices which occupy the sixth and seventh floors of the San Francisco division at 1789 Montgomery St., the stockholders of Fibreboard Products Inc., authorized an increase in the number of directors from 9 to 11.

All present directors were re-elected. They are: T. N. Bland, Louis Bloch, W. H. Lowe, R. A. McDonald, D. H. Patterson Jr., Herman Phleger, R. S. Shainwald, H. L. Zellerbach, and J. D. Zellerbach. In addition, C. C. Gibson, a director and executive vice-president of The Paraffine Companies, Inc., and A. B. Layton, vice-president of Crown Zellerbach Corp., were elected new members of the board.

R. B. Knott, controller, was elected to fill a newly created office, that of vice-president in charge of finance. Finley Thompson was elected controller. B. R. Colkett was elected secretary, this office having been vacant since the death of V. C. Hobbs some months back.

All other officers of the corporation were re-elected.

"Signal" Is Sold

Orin C. Seeley, one of Southern California's pioneer Albacore fishermen, last month bought the steel Albacore boat *Signal* from Olaf Jangard and will be actively engaged with the Longfins out of San Diego when the 1950 season opens.

Special Price Accepted For Fish For Freezing

The Butchers' Union and the Theo. Weissich Fish Company at Eureka were operating under a new contract during January, result of an agreement which settled a brief cessation of activity by that group early in the month.

Under the new pact, deliveries will be made under the terms of a two-price structure. For bottom fish going into the fresh market the fishermen will receive one price; for fish destined for freezing, and later sale, the company will pay a slightly lower quotation.

Weissich Company had contended that it could not afford to pay fresh fish prices for freezing fish. The price schedules were not announced, but both parties expressed satisfaction with the agreement.

Harold Pavey, business representative of the Butchers' Union, an A.F. of L. group, said that the new agreement also provided for no limits on the catches, and guarantee no strikes or lockouts during the year. The price schedule is subject to revision 30 days notice.

Some 10 dragboats are affected by the agreement. The remainder of the Eureka fleet operates either independently or under business representation by Local No. 38, International Fishermen and Allied Workers.

Herring Operator Killed When Struck by Auto

Knut Tellefson, 62, president of the Chatham Strait Fish Co., was fatally injured just before Christmas when struck by an automobile as he was walking near his home in Seattle.

Mr. Tellefson had been associated with the Alaska herring business since its beginnings in the 'Twenties and had long been a principal of the Chatham Strait Fish Co. Besides being head of the company, during the operating season he acted as superintendent of the company's Prince William Sound plant at Crab Bay.

Alaska-Limit Seiner Building for Hydaburger

A 56' Alaska-limit seiner for Delbert Nix of Hydaburg, Alaska, is under construction at the Harold Hansen Boat Co. yard in Seattle. Power will be a D-13000, 120-hp. "Caterpillar" diesel with 3 to 1 Twin Disc reverse and reduction gear.

"To sharpen appetites sharpen your advertising with color!"

When it comes to food, Color is the direct route to sales.
And when it comes to Color, the Schmidt Direct Color Process is the direct route to sales-making realism. It's direct...from product-to-printing plate-to-printed sheet.

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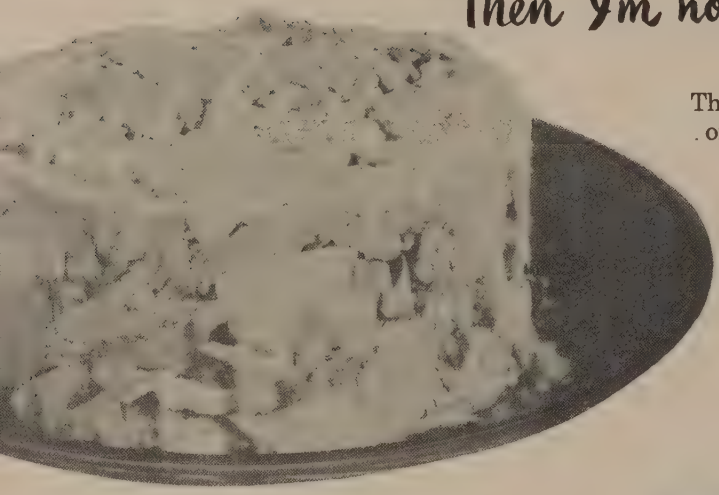
LITHOGRAPH COMPANY

SAN FRANCISCO · LOS ANGELES

"What! No color?

"Then I'm not hungry!"



The tough little guy in the corner is not the only one who likes Color. Everybody does. And smart advertisers everywhere are using Schmidt Direct Color on labels, in booklets, on posters, on point-of-sale displays...wherever they want to sharpen appetites and quicken sales. Call in your nearest Schmidt representative for good Color ideas.

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WHIZ AND HALFERTY MERGE WESTWARD INTERESTS

G. P. Halferty, president of Whiz-Halferty Canneries, Inc.

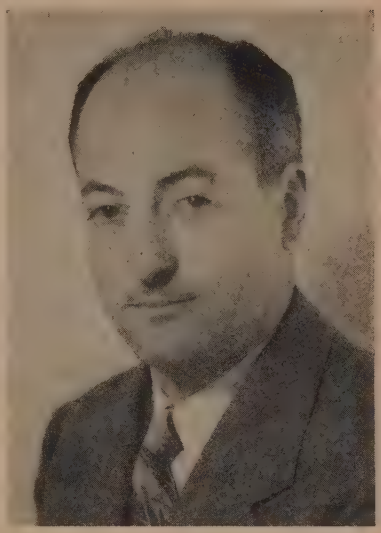
Ike N. Alhadeff, secretary of Whiz-Halferty Canneries, Inc.

Whiz Fish Products Co. and G. P. Halferty & Co., both with headquarters in Seattle and both prominent in the North Pacific fisheries, have merged their properties and producing operations north and west of Cape Spencer, Alaska, in the Whiz-Halferty Canneries, Inc., recently incorporated with a stated capitalization of $500,000.

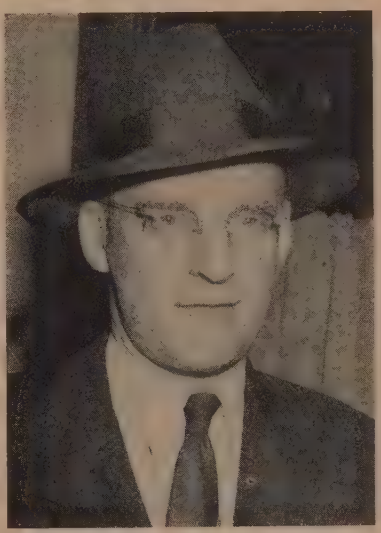
The new corporation is headed by Guy P. Halferty, Sr., president of G. P. Halferty & Co. Charles Alhadeff of the Whiz Fish Products Co. is vice-president; Ike N. Alhadeff of the Whiz concern, secretary, and H. H. Horchover of the Halferty organization, assistant secretary and treasurer. Frank McConaghy, associated with Whiz the last two years, and previously with Mr. Halferty since 1914, has been named general superintendent, with Orin Kuhnley superintendnt of the Kodiak operations and Vernon Paulsen in charge at Cordova.

The properties involved include the Whiz cannery at Kodiak, formerly operated by Frank McConaghy & Co.; the Whiz plant at Cordova, acquired a year ago from the Gilbert Packing Co., and the Halferty salmon and clam cannery at Cordova. The intention is to consolidate Cordova operations in the Halferty plant, and use the former Gilbert cannery for boat storage and service to fishermen, for which it is well equipped and located.

It is announced that the entire razor clam pack of the Whiz-Halferty concern will be handled by G. P. Halferty & Co., while the salmon pack will be marketed through the respective sales organizations of the Whiz and Halferty concerns.



Charles Alhadeff, vice president of the Whiz-Halferty Canneries, Inc.



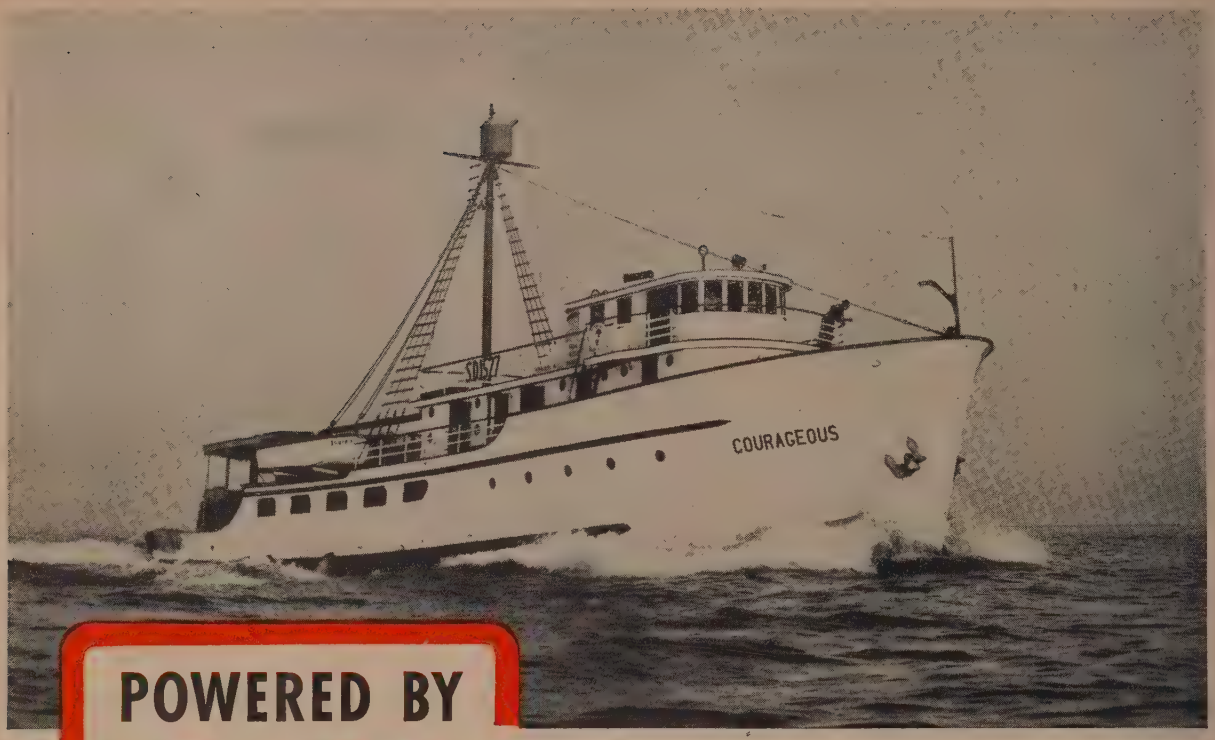
H. H. Horchover, treasurer.

Frank McConaghy, general superintendent of Whiz-Halferty Canneries, Inc., in the middle, with Vernon Paulsen, Cordova, superintendent, on the left and Orin Kuhnley, superintendent of Kodiak operations, on the right.

NICK TRUTANICH, who recently lost the seiner *Equator*, has purchased an interest in the 100' steel seiner *California*. Other owners of the former government-owned seiner are her skipper, *ANDREW VILICICH*, *JOHN BRESCOVICH* and *LOUIS URSICH*, the latter skipper-owner of the *Discovery*.

HAROLD M. PARKS, head of the H. M. Parks Co., Parks Canning Co., Western Fisheries Co., etc., Seattle, left early in January for an auto trip to California, planning to spend most of the winter in the south.,

OSCAR BERGSETH, general superintendent of the New England Fish Co.'s Alaska canneries, spent a couple of weeks on vacation in mid-January, going first to Las Vegas, N.M., and returning through California.



POWERED BY Superior to reduce costly engine downtime

More round trips mean more profits. That's why many owners and skippers tell us they like Superior Diesels.

Superior Marine Engines are designed to reduce downtime. One way they help do this is by slashing hours off maintenance jobs. For example, Superior's cylinder liners are replaceable. If only one cylinder needs to be renewed, the entire block doesn't have to be replaced.

SUPERIOR ENGINE DIVISION
THE NATIONAL SUPPLY COMPANY
Plant and General Sales Office: Springfield, Ohio

Here are other reasons why Superior is your best buy...

1. Conservative Ratings
2. Fuel Economy
3. Precision Bearings
4. Heavy Rigid Crankshafts
5. Strong Bases and Cylinder Blocks
6. Proved Roller Chain Camshaft Drive
7. Oil Cooled Pistons

One of our representatives will be glad to show you how these features can help you. Just write and tell us when he can call. Or, if you prefer, send for our fully illustrated 28 page booklet.

THE NATIONAL SUPPLY COMPANY NSCO

Superior DIESELS built for marine service

25-to-1 RETURN RECORDED By Some Sockeye Runs in 1949

The Sockeye runs of 1949 were watched with particular interest by the staff of the International Pacific Fisheries Commission because they were the first returning progeny of fish using the Hell's Gate fishways. It was already known that the block had been removed by the completion of the fishways in 1945 but the full effect of its removal upon the survival of the upriver races could not be ascertained until a return from unblocked fish occurred.

The commission's expectations were realized when the runs to all districts except Chilko produced at an amazing rate. The early and late Stuart runs and likewise the Stellako Sockeye spawning in 1945 produced from 45 to 60 adult Sockeye this year from each pair of spawners. The catch of Sockeye for 1949, totalling 2,079,000 Sockeye, was distributed as equally as practical between the two countries in accordance with the International agreement.

Final figures show that United States fishermen caught 50.9% and Canadian fishermen 49.1% of the total. The catch was 23.0% greater than the catch taken in 1945. Rigid closed seasons in 1949 curtailed the catch however, and had the same season existed as in 1945 the increased catch would have been considerably greater. In fact, a comparison of the day-to-day fishing between 1949 and 1945 shows a 60% increase in the 1949 catch. In spite of a very intense fishery, many spawning escapements increased three to five times over that of 1945. Both the Stuart and Francois Lake systems may be expected to return to maximum productivity within a short period of time, in fact the early Stuart escapement was sufficiently large this year to tax the available spawning grounds. The Sockeye in the Quesnel district increased 400% but total recovery will take longer for two important reasons. Several populations in this district were completely destroyed and will require artificial aid—a difficult program entailing a great deal of research. Depletion was more severe in this district and rehabilitation is starting from a lower level. The 1949 escapement to the Fraser River should provide every safeguard towards an increasing run in 1953.

The Chilko race of Sockeye has developed until it and the Adams River run have become the backbone of the Sockeye salmon industry. Like practically all the rivers of the Fraser River in the old days, both the Adams and the Chilko as they approach large production tend to develop a dominant year. This has now fully developed in the Adams, and the Chilko with its huge run in 1948 and with the lesser run in 1949, is apparently following this historic pattern. It is the belief of the biologists that there is no indication of any reduction in the Chilko area productivity, but that it does seem probable that the 1948 cycle is emerging as the dominant year, with the 1949 run of less importance. They also believe that this exceedingly valuable portion of the Fraser region production seems to be approaching a stage of stability.

Productivity of the Chilko area on a four-year basis seems more important to them than the annual fluctuations within this total productive limit.

A thorough understanding of the annual variations in the productivity of Sockeye over each four-year period, which was very evident prior to 1913 in practically all districts, depends on the research now being conducted by the commission's staff.

1949 Sockeye Catch
Final Figures

	Fish	*Percent*
U. S.	1,058,117	50.9
Canada	1,020,799	49.1
Total	2,078,916	100.0
U. S. margin	37,318	1.8

1945 Sockeye Catch

U. S.	717,000	42.5
Canada	969,000	57.5
Total	1,686,000	100.0
Canada margin	252,000	15.0

Average Number Sockeye Per 48-Lb. Case

	U. S.	*Canada*
1941	14.1	13.3
1945	13.5	12.2
1949	13.13	12.57

Editor's Note—Attention is called to the consistently larger average size of the Canadian Sockeyes. In 1949 the Canadians caught fewer fish, but the number of cases packed was approximately equal to the American production, due to the larger average size of the Canadian fish. This higher average size of the Canadian catch is doubtless due to the selectivity of the gillnets, which take a much larger percentage of the Canadian catch than they do of the American share. The difference in average size shows how the purse seine gear—dominant on the American side—evidently takes smaller fish of a size which tend to pass through the gillnets.

P.O.F.I. Technical Study Budget Is Long Standing

Milton James, assistant director of the U.S. Fish and Wildlife Service, in Seattle in January to attend the annual meeting of the International Fisheries Commission, said that the additional funds for technological activities of the Pacific Oceanic Fisheries Investigation had been included in the Service's budget prior to the meeting at which industry representatives strongly advocated restriction of the P.O.F.I. technological research activities.

He said the P.O.F.I. program would be discussed thoroughly with the industry advisory committee to be chosen by the Pacific Marine Fisheries Commission.

William Jensen Bereaved

Sympathy of the fish business of the Pacific Coast, and particularly of the Seattle area, went out to William S. F. Jensen, president of the Washington Fish & Oyster Co., Seattle, upon the death of his wife Jan. 17.

Mrs. Jensen was a victim of pneumonia after a short illness.

No New Dam Funds In National Budget

What one official characterized as a "reprieve for the salmon" was observed in the national budget when no appropriations were made for new dam construction on the Columbia River. Additional funds were provided for McNary Dam, and some existing structures, but the current budget contains no provisions for funds with which to start work on any of the currently authorized but not initiated projects.

N.F.I. PRESIDENT DECLARES CONVENTION IMPARTS

IMPETUS FOR ALL-INDUSTRY ACHIEVEMENT

Harald Synnestvedt, president of the National Fisheries Institute, finds in the recent record affecting the fisheries evidence of the effectiveness of all-industry effort.

The recent record of national trends affecting the fisheries shows a consistently constructive pattern to Harald Synnestvedt of Seattle, president of the National Fisheries Institute.

He believes the favorable aspects of recent affairs of the fisheries—some of which are briefed in an accompanying box—can be ascribed in large degree to effective industry effort in the solution of common problems.

The fifth annual convention of the N.F.I., to be held in Chicago April 18, 19 and 20, will prove of exceptional importance as a time and place of marshalling to further the gains already achieved. Mr. Synnestvedt elaborates:

"N.F.I. works every day in the year, and the annual conventions are what keeps it rolling. Its the conventions that determine the policies to be pursued, that provide the impetus and the authority for the kind of year-round, every-day-effective effort which the record proves has accomplished so much.

One Voice Effective

"We believe that it has been possible to make broad gains because in N.F.I. the fisheries of the United States as a whole have found a voice—a voice through which the desires, the opinions, the needs of the national fisheries can be expressed. We know that agencies of government hear us more plainly than they ever have before—and turn to us for counsel and advice on all matters touching the fisheries.

"In five years the National Fisheries Institute has proven that the industry can protect itself, soundly, sanely and honestly; can increase consumption and expand markets for our products.

"This is a *business* organization, and our conventions are business-like. There's entertainment, certainly; and a valuable program, of course; but the thing that brings the leaders of the fish business there by the hundreds is *business*—the business of the industry as a whole; and the business of the individual also.

"We're *competitors*, you may be sure; but we're *big* enough and *smart* enough to know the necessity of presenting a common front in the common interest. The record of recent years is proof enough of the effectiveness of a united industry, speaking with one voice.

Conventions Provide Impetus

"The N.F.I. convention is where we keep the thing going, where we annually renew the democratic processes of the Institute—for it is wholly democratic, with authority vested in a directorate, and with service in an office limited to two years. Out of the convention comes a determination of general policy, and a regionally representative directorate charged with the application of that policy and the conduct of the Institute's affairs.

"The convention, of course, is more than a time and place for conducting the business of the Institute. It's a place for doing a bit of business for yourself as well. That's where you meet the leading figures in the country's fish business, whether they are competitors or customers. I think the opportunities presented at one of these conventions are priceless, from the standpoint of personal contacts if for no other reason—and there are plenty of other reasons."

Full details of the Chicago convention have not yet been worked-out by the N.F.I. Washington staff, but assurance has been received that numerous figures of national and international importance will be present in person. Particular emphasis is expected to be laid on the informal presentation of varied view-

POINTS OF PROGRESS FROM THE RECENT RECORD ACHIEVED THRU INDUSTRY'S EFFECTIVE EFFORTS

No adverse legislation enacted.
U. S. per capita consumption of fish increased.
Favorable government action taken on many matters.
Proposed rate increases successfully resisted.
National fish advertising and publicity fostered.
Reductions secured in some rail rates on frozen fish.
Destructive effect of excessive imports at least partially contained.

points which has proven so successful in bringing out the widest expressions and the discussion participated in by the greatest number of fishery figures.

Local Autonomy Growing

Mr. Synnestvedt anticipates that the 1950 convention will discuss a trend toward increasing regional autonomy within the structure of the Institute as a means of perfecting the plan of organization. He explains: "I expect a movement at the convention which is unique in organizations today—a movement for liberalizing and extending local autonomy, for conferring an even broader and more democratic character to the already liberal aspect of the Institute."

The 1950 N.F.I. convention will be held at Chicago's Edgewater Beach Hotel, which last year proved so admirably adapted to such a meeting.

The board of directors will meet in preliminary session Saturday, April 15. The Fishery Toastmasters Club sessions will also be held that day.

A second meeting of the directors is scheduled for Monday, April 17; and the By-Products Section of N.F.I. will hold its specialized sessions the same day.

Full sessions of the Institute will be held from Tuesday, April 18, through Thursday, April 20.

Dry-Salting of Herring For Orient is Resumed

Dry salting of herring has been resumed this season by two British Columbia packing companies, and it is expected that about 3,000 tons will be shipped — all of it to the Orient.

Although a few small shipments of salt herring were made from British Columbia last year, the business currently being done represents the resumption of a trade that has been virtually non-existent since before World War II.

In pre-war days several Japanese operators had dry saltery licenses in British Columbia, although most of the pack was marketed in China. Owing to the unsettled political situation in China, Canadian shippers can only guess as to the final disposal of this year's pack, which is being shipped in 450 lb. boxes, but the assumption is that most of it will go to Hongkong and be redistributed there. Some may go to Formosa.

Nelson Bros. Fisheries and Francis Millerd & Co. are the two British Columbia companies salting herring this year. The pack is being made at the Nelsons' St. Mungo cannery on the Fraser and at Millerd's Great Northern cannery on the north shore of Burrard Inlet.

Two factors have entered into the situation this year — the sharp contraction in demand for canned herring, which sustained the industry in British Columbia during the war and immediate post-war years, and the re-opening of transpacific trade, although on a small scale and somewhat complicated basis. The future of the business will depend almost entirely on the extent and stability of the Far Eastern market.

The British Columbia herring fleet returned to action following the Christmas lay-up to encounter heavy seas and numbing cold weather, but it managed to operate successfully in several areas. During the first part of January about a dozen seiners were working off the quota-free west coast of Vancouver Island, mostly in Espinosa and Esperanza Inlets which have yielded heavy catches in the past.

However, the big hauls in early January were made in the central sub-section around Kwakshua Pass, north of Queen Charlotte Sound, where about 40 vessels operated. One of the season's biggest catches was made there January 6, totalling 4,600 tons — a pretty substantial volume for a single day, even though it was divided among several boats. However, four or five vessels reported individual catches of 600 tons or more. Most of the seiners represented Canadian Fishing Co., B. C. Packers, Nelson Bros. Fisheries and Francis Millerd & Co. The catches tapered off in subsequent days, January 8 yielding a catch of 1,715 tons and then a sharp drop to only 100 tons January 9. A large part of the fleet moved northward then, but ran into bitter cold and several boats suspended operations with frozen nets.

In the central area, however, the quota is 40,000 tons and the fleet has still a long way to go—the catch at January 10 was about 9,000 tons.

Apart from the relatively small diversion for salt herring, practically all the herring caught in British Columbia waters since early in the season went to the reduction plants. With the market for canned herring negligible, packers were not interested in that line, although some risked a modest canned pack to absorb their supply of tomato sauce and cans.

There was a considerable carry-over of canned herring early in 1949, but it was gradually worked off through sales to Hongkong.

Washington Orders Pulp Liquor Discharge Stopped

Blunt orders to suspend discharge of sulphite waste liquor into the waters of the state were served on four Washington pulp mills early in January by the state pollution commission.

The mills were ordered to submit their plans for elimination of the liquor discharge within 15 days; and to put such elimination into effect within 18 months.

The four companies singled-out by the order, and their mills involved, were: Soundview Pulp Co., Everett; Weyerhaeuser Timber Co., Everett; Rayonier Inc., Hoquiam; Crown-Zellerbach Corporation, Camas.

Not all of the Washington pulp mills discharging waste sulphite liquor were made subject to the order, the pollution commission implying that methods employed by some for reducing the discharge of pollutants entitled them to special consideration.

George Soares Sails In New-Boat Clipper

George Soares took his recently acquired tuna clipper *Judy S.*, formerly the *Madierense*, to southern tuna banks for Van Camp Sea Food Co., leaving Dec. 27. After extensive improvements at Harbor Boat Building Co., the original builders, Skipper Soares installed at San Diego a Wood Freeman metal marine pilot, supplied and installed by Shepherd Diesel Marine from its San Diego branch.

Getting the jump on the other fellow!

There's nothing new in the fact that transportation and marketing go hand in hand.

Union Pacific realizes the importance of on-time deliveries so that raw materials and finished products will reach destinations when the demand is most urgent. The shipper whose consignment gets there first has the jump on competition.

By means of dieselized locomotives . . . classification yards that cut switching time in half . . . and other facilities . . . Union Pacific speeds the movement of freight on its rails. It pays to ship "U. P."

UNION PACIFIC RAILROAD

BE SPECIFIC: *Ship* UNION PACIFIC

THEO. WEISSICH EMPHASIZES—

Quality Pack for Quality Products

Thoughtful members of the Pacific Coast fresh fish industry have come to realize that increased consumption of domestic fish, and effective competition with low priced imported fish requires advertising, better packaging and better distribution.

Theo. Weissich, head of Theo. Weissich Fish Co. Inc., Eureka, Calif., has been in the fresh fish business all his life, and has operated out of Eureka since 1933. He has devoted much time and thought to the fish business, and now emerges with a packing and merchandising program based on fish frozen in 1-lb. cartons, attractively wrapped and labeled.

Mr. Weissich has been contemplating the 1-lb. carton idea for packaged frozen fish for a number of years, believing it to be the trend in packaged frozen food, and particularly in frozen fish.

In March, 1949, Mr. Weissich appointed Douglas M. Bowen as sales manager of the company, and the program moved into high gear. Mr. Bowen had had a number of years experience in the frozen fish marketing business with Freeman Certi-Fresh Foods in Los Angeles, and with Birdseye.

Pound Package Gains Rapidly

After less than a year in marketing frozen fillets in attractively wrapped 1-lb. packages, Mr. Bowen estimates that if the company had the production capacity it could have sold 1,500,000 lbs. over current production. In 1949 the company turned down business in such cities as Washington, Detroit, New York, Chicago, and other cities, because it was oversold.

When Mr. Bowen started he found that in most of the areas the 1-lb. package of frozen fish was not predominant, and in some cities the 1-lb. packages did not amount to 10% of sales of frozen fish, 5-lb. packages being preferred. The buying ratio in that town has changed until today the same area is selling 50% 1-lb. packages and 50% 5-lb. packages.

Mr. Bowen estimates that the Theo. Weissich Fish Co. Inc., spent between $25,000 and $30,000 before a carton of frozen fillet appeared on the market.

Field Tests Prove Package

"The size and shape of the carton was decided upon after field tests,"

Upper picture shows, in the foreground, women weighing fillets into stainless alloy pans, which are carried by a lower conveyor to the women in the background, who pack the fillets into the 1-pound consumer cartons. Empty pans are seen on the upper conveyor as they are returned from the packers.

Lower photograph shows filled cartons being fed into the Package Machinery Co. wrapping machine to be wrapped in the lithographed cellophane from the reel on the left. Note how woman in the background is supervising loading of the freezer trays with wrapped package.

Mr. Bowen explains. "We decided upon a package 8½" long by 3" wide, by 1¼" deep, made of solid bleached board with a laminated 24-lb. wet strength sheet. The long, narrow carton was chosen especially for fillet shape, the fillet fits in the carton nicely, and is not all crumpled up. The 1-lb. cartons are packed in Fibreboard, Inc., shipping cases.

"In working out the design for the cellophane wrappers we couldn't get a reproduction that was natural enough to suit us until we went to a techni-color camera process." On the top is a natural color reproduction of a platter of cooked fillet of sole, complete with a slice of lemon. The fact that the fillets are skinless is stressed several times on the wrapper. The trade mark, either "Humboldt" or "Certi-Fresh", appears in a dark green oval. On the bottom of the wrapper are three different, easy recipes for the preparation of sole.

"We pack three species of sole, English, petrale, and Dover," said Mr. Bowen. "All fillets are skinless, and all packages are marked skinless fillet of sole. Certain market areas prefer petrale sole, others English, and others Dover."

Package Machinery Wrapper

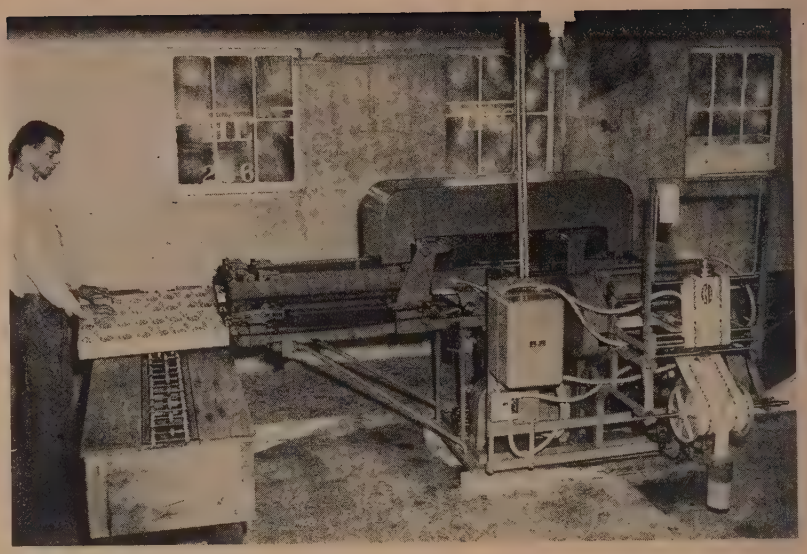
After the fish is filleted at the Weissich plant, women pack the fillets in cartons on a continuous line. Each carton is carefully checked as to weight, then they are fed through a Model FF1 Package Machinery Co. wrapping machine, where each carton is wrapped in a Milprint cellophane wrapper. About 10,000-lbs. of fish can be processed daily.

As the fish come from the wrapping machine the cartons are packed in trays 32" x 34" x 1¼" deep — 32 cartons to the tray. The trays are then stacked 10-12 high, and taken by lift truck to the freezing room where they are frozen in an air blast of minus 30°. When ready for shipment the cartons are packed in Fibreboard shipping cases.

"Our 1-lb. packaged frozen fish are sold under two brands, said Bowen. "Our own Humboldt brand, and the Certi-Fresh brand for the Freeman Certi-Fresh Food Co., Los Angeles. Both brands are sold nationally," Mr. Bowen says.

"Theo. Weissich has a reputation for producing top quality sea foods. The package and the product had to complement each other. Quality is first and foremost with us. We know that the package will make a first sale, but it's the quality that makes repeat sales."

The company is planning on marketing frozen crab meat in special packages later on.



Side view of the Package Machinery Co. wrapping machine applying beautifully lithographed cellophane wrapping to the 1-pound fillet packages. Note how the workman on the left moves the freezer tray on the table with the roller-conveyor for easy handling. By this method the tray is filled without the necessity of the operator handling the packages.

Douglas M. Bowen, sales manager examines the new cello-wrapped fillet package of the Theo. Weissich Fish Co.

Northwest Assn. Holds First 1950 Meeting

Several interesting bits of information came to light at the first 1950 meeting of the Northwest Salmon Canners Association, whose members got together at luncheon in Seattle Jan. 11, after the Christmas intermission, with President M. G. Brown just back from a trip to Arizona.

Attention was called to the appearance of new Coast & Geodetic Survey charts of Alaskan waters, with shifts in official longitude which may require changes in the description of some trap locations; and it was announced that the U. S. Supreme Court had issued a supplementary opinion in the "Karluk case," involving discriminatory regulations, although its specific effect was still undetermined.

Reference was made to a number of indications that the new year's terms for Alaska labor will be about the same as for 1948. This is already assured as to the AFL unions covering tendermen and non-resident cannery labor, and there seemed to be a disposition on the part of other elements to let the former agreements continue with little or no change.

Considerable discussion again centered on the Alaska tax muddle —which still appeared about as clear as mud, though some aspects of it are gradually becoming clarified.

It was announced that the annual election of officers would be held at the next meeting, Jan. 25, when the retiring president undertook to stand treat for the crowd.

Quality Always

FOR many years, the canned salmon industry has utilized its resources to give consumers a better product, constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.

South Bellingham, Washington

"Quality Always"

SALES SUBSIDIARY: DEMING & GOULD COMPANY, SOUTH BELLINGHAM

NEW RPM DELO OILS
cut engine wear-rate up to 85%

New RPM DELO Lubricating Oils contain advanced, special compounding. Proved in actual operation, they keep engines cleaner, increase protection and extend overhaul periods of all heavy-duty engines.

Cut liner wear rate up to 85%. In service under extreme operation conditions, these new RPM DELO Oils reduced wear-rates up to 85% over conventional heavy-duty type lubricants.

Reduced engine deposits as much as 75%. Superior compounding in new RPM DELO Oils kept top-ring grooves, oil rings, and skirt areas of pistons remarkably clean in high-temperature, high-output truck and tractor engines.

Saved 40% to 60% on maintenance. Records show that new RPM DELO Oils cut maintenance costs as much as 60%, reduced oil consumption 30% to 50% over the long run.

Proved in full range of engine service. This new line covers normal to extremely severe conditions. The grade that meets your needs will double protection against lubrication failures, give you all-around better engine performance.

RPM DELO Heavy Duty Lubricating Oil
A new, high quality-level compounded oil recommended for heavy-duty diesel or gasoline engines in normal to difficult service. (Meets U. S. Army Specification 2-104B.)

RPM DELO Special Lubricating Oil
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Built for a Builder, Vera M. is Planned to Pay

The men who designed, built and own the *Vera M* are proud of her, believing she is the finest and best-equipped wood tuna clipper the San Diego Marine Construction Company has ever turned out. She was built to the order of Capt. Oakley J. Hall, president of the yard. Designer Dean B. Johnson; Manager Wayne Johnson and the yard personnel all feel pride in a job well done.

Vera M is the 124th hull from this San Diego yard, the great majority of the vessels being additions to Southern California's commercial fishing fleets, mostly long-range tuna clippers. Dean Johnson began designing the hook-and-liners back in the late '20s.

Dimensions are: length, 110′; beam, 27′; depth, 14′6″. The appearance of the completed clipper differs considerably from hook-and-liners commissioned by San Diego Marine since the war. Dean Johnson based his lines on the immediate predecessor, *Shamrock,* but added 6′ by drawing out the bow 4′ and adding to the stern, the fantail also being rather wider in proportion to give more stability and fishing room.

House Lines Angular

Too, Designer Johnson achieved a striking effect by the use of straight, severe lines for his superstructure, with only the front part of the bridge slightly curved. This is equipped with a safety glass windshield.

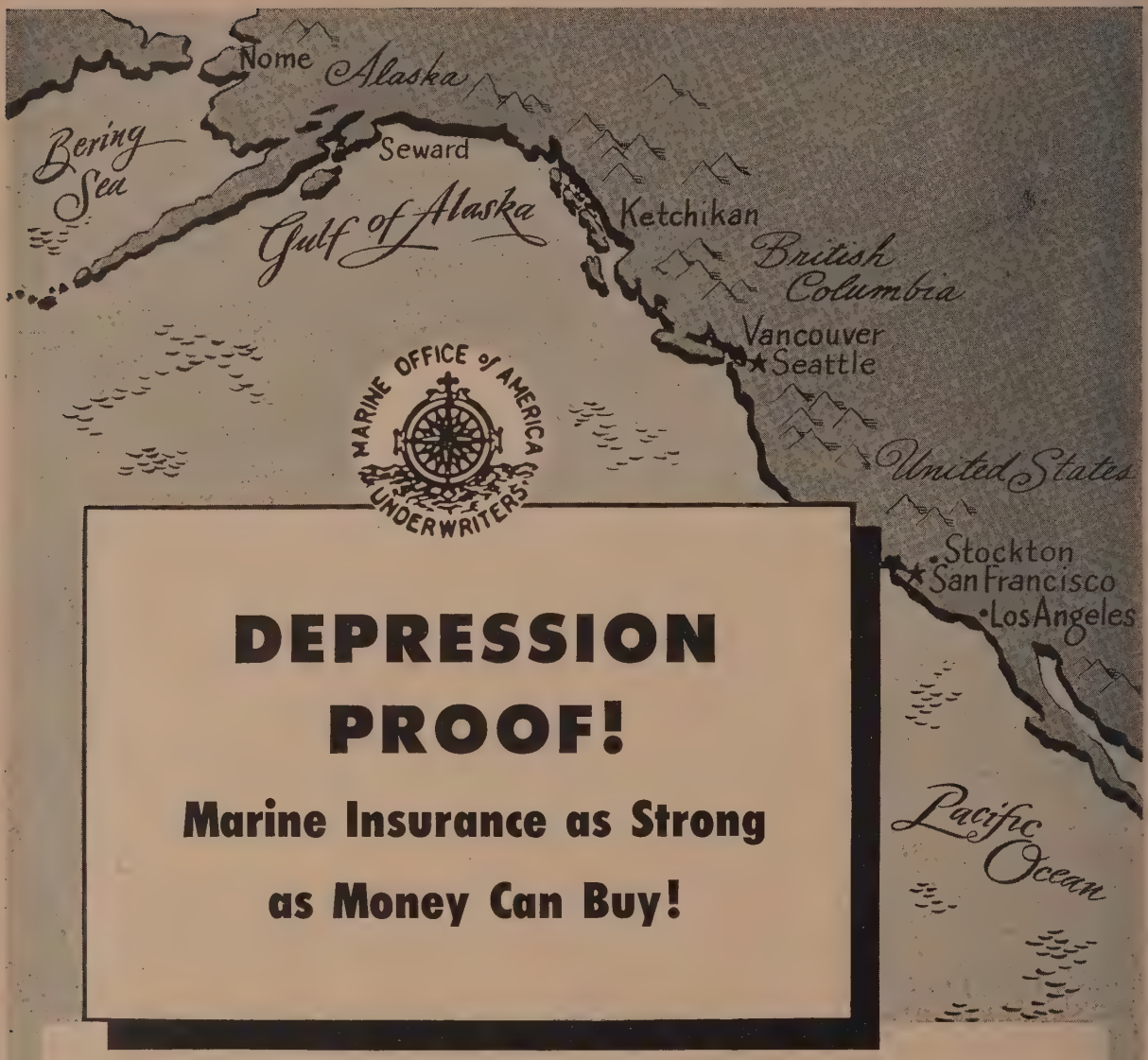
Like all San Diego Marine clippers, the *Vera M* incorporates tremendous strength into her hull. Frames are of sawn fir, 6″ double, spaced only 20″. Planking is 2 3.4″ fir; decking same. The secondary and bridge decks have 3″ by 4″ studding, covered with waterproof plywood, from ¾″ to ⅞″. All doors for rooms above the main deck and also the rail caps are of mahogany.

Accommodations are provided for a crew of 14, all on the second deck. The captain and chief engineer have separate quarters, but with shower and conveniences connected. For the crew these are located on the main deck, and both have hot and cold running water piped in. Chapel is located on the starboard side.

If the *Vera M* is an exceptional vessel from the standpoint of her hull and appearance, she is even more so in the expert planning of her propulsion, auxiliary, electric and refrigeration plant. Too, she carries many of the latest aids to navigation and safety provided by electronics.

Bearing Installation Notable

Her propulsion plant consists of a Model 278-A, 6-cyl. General Motors diesel, 600-hp., working through a 2¼:1 Falk reduction gear and turning a 6″ by 20′ bronze shaft and a 78 by 60 bronze wheel. The engineering department took great pride in the installation, believing vibration was practically eliminated and long years of service assured for the Goodrich Cutless bearings featured in the installation. The inboard is 7″ i..d by



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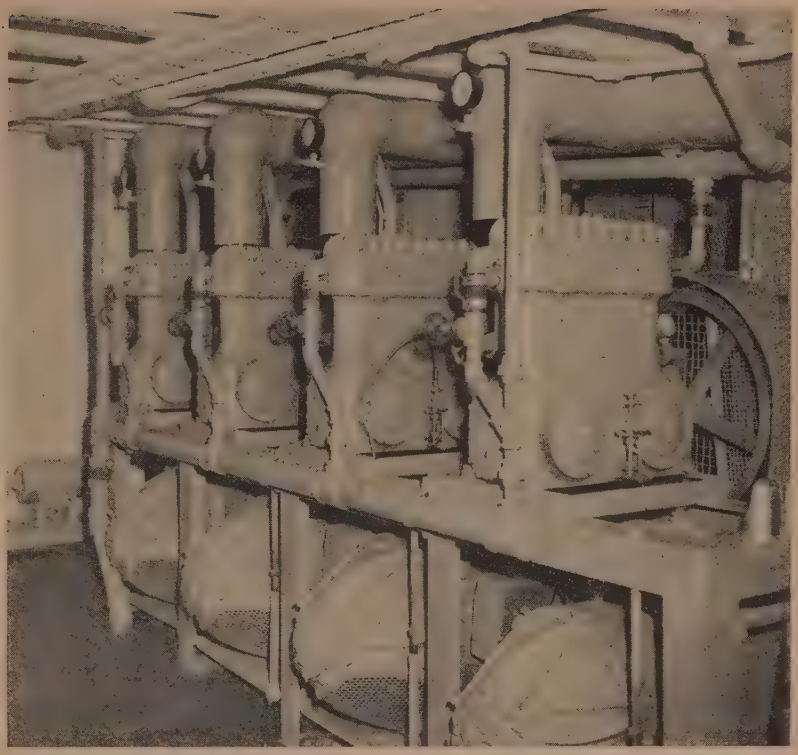
9″ o.d., 17½″ long, the outboard is 7″ i.d. by 9″ o.d., 25½″ long. The shaft has bronze spun liners in the way of the Goodrich bearings, and there are Monel metal pocket bolts for both inboard and outboard bearing fastenings. The shaft log is lined with lead sleeves.

The clipper has three diesel-generating plants, two located in the main engineroom; the third, a standby, is mounted on the main deck immediately above. These are General Motors, Series 671, 60-kw., 120-volt, direct current sets.

Large demands are made on these plants for electrical needs, and one of the largest is the refrigeration system, designed to chill 220 tons of round tuna. The San Diego Marine has for years consistently used Baker ammonia compressors, and the *Vera M* has four Baker "quads" mounted in the upper engineroom in a neat and most efficient arrangement that conserves a lot of valuable space.

Compressors are the 3½ by 3½, 4-cyl. model, driven by 10-hp. Westinghouse motors. The mount is a heavy steel oblong frame, with the base for the compressors set just above the motors. Thus, compressor and motor are in a vertical line, V-belt-driven.

Space for the pay cargo is provided by a series of 10 wells, five on each side along the shaft alley, plus three bait tanks on the after main deck. Four of the wells are steel to give additional fuel-carrying space; the others either are used for live-bait storage enroute to fishing banks, or the engineer employs them to prepare chilled water for tuna later to come aboard.



This neat arrangement of four 3½ by 3½, 4-cyl. Baker compressors, with 10-hp. motors mounted below, is a system developed by San Diego Marine to conserve space in the upper engineroom, and has been used in modified form in several of its previous tuna clippers. The system is responsible for a fare of 220 tons of frozen fish in 10 wells and three bait tanks.

The propulsion engine is a General Motors diesel turning 600-hp. and driving the 78 by 60 bronze wheel through 2½ : 1 reduction gears. The shaft is held by Goodrich Cutless bearings, inboard and outboard. Background shows one of two 10″ vertical type, Campbell Machine Company bait pumps, and one of three 671 GM auxiliary diesels.

Each well and tank is connected from a central point along the shaft alley with a 1½-hp. motor for seawater and brine circulation and the whole system is interchangeable and hooked to the brine transfer lines. Each well and tank is lined with ammonia coils for finally holding the tuna in dry condition.

46 Electric Motors Aboard

Altogether the clipper needs 46 motors, ranging from ¼-hp. for electronic equipment to the 20-hp. 10″ Campbell Machine Company vertical bait pumps. All wiring, the alarm panel, and the switchboard was by Ets-Hokin & Galvan.

The alarm panel, located in the upper engineroom is one of the most complete ever installed in a fishing vessel. It has 13 positions and warns against impending trouble in all four diesel engines, main pumping systems, water and oil temperatures, etc. Behind each button a red light flashes, but to assure attention there is a siren mounted on the ceiling heard anywhere around the vessel.

Control of the vessel centers in

Showing the Sperry electric and manual steering wheel and, right, the Sperry Magnetic Compass Pilot with the long cord for remote control from any part of the bridge.

the pilot house, although it does have a telegraph to the engineroom. Steering is both automatic and manual, with a Sperry steering engine, and Sperry Magnetic Compass Pilot, with one station for remote control from any part of the bridge deck. Change from electric to manual is by a simple plunger in the hub of the steering wheel. Other electronic equipment are a 1,000-fathom sonic depth finder, a "Fathometer"; a Fisher Radio Pilot direction finder; and a 250-watt Model 7A Radiophone by Electronic Engineering Company.

The 17′ tuna tender was built by the yard and is powered, straight drive, by a Chrysler Crown motor, 115-hp. The wood mast has a cargo winch mounted vertically and with horizontal niggerheads, operated by a 7½-hp. motor. All painting, top and bottom was with Atlas brands.

Bait-carrying capacity in all wells and tanks designated is 31,000 gals. of water. Fuel capacity, all tanks, is 24,696 gals; lube oil, 748 gals.; fresh water, 1,700 gals. The after bait tank, on deck, for auxiliary fuel can stow 3,400 gals.

V. C. GENN, general sales manager, Detroit Diesel Division, General Motors Corp., accompanied by Mrs. Genn, was in San Francisco last month to attend the wedding of their son *TOM GENN*, to Miss Nancy Thompson, San Francisco. Tom Genn is merchandising sales manager of the West Coast Engine & Equipment Co., Berkeley, northern California distributors of GM diesel engines.

MAYNARD CLARK, 46, Seattle fisherman, died recently aboard his troller *Roger Francis* following a heart attack.

Ricker Succeeds Huntsman As Research Editor

R. E. Walker, vice-president and production manager, B. C. Packers, Ltd., and Dr. W. A. Clemens, University of British Columbia, were re-elected west coast members of the executive committee, Fisheries Research Board of Canada, at the annual meeting in Ottawa early in January.

Dr. G. B. Read, O.B.E., of Queen's University, Kingston, Ont., was re-elected for his third term as chairman.

K. F. Harding, general manager, Prince Rupert Fishermen's Co-operative Association, Prince Rupert, is among the members of the board. D. G. Sutherland is executive director.

Dr. Read announced the appointment of Dr. W. E. Ricker, former member of the staff of the Pacific Biological Station, Nanaimo, as editor of publications for the board.

Dr. Ricker, now on the staff of the University of Indiana, will replace Dr. A. G. Huntsman, prominent fisheries authority, who is retiring after 20 years as editor of the board's publications.

Just Like Old Times

Dr. Motosaku Fujinaga, chief of research division, fisheries agency, Japanese government, accompanied by A. Hosokawa, has been making a tour of United States fisheries research agencies. The Japanese were sent over by SCAP for the purpose.

Dr. Fujinaga told PACIFIC FISHERMAN that they expected to start extensive research on sardine, herring, tuna and bonita. They have seagoing research vessels, and a beginning is being made on a sustained yield program for the fishery.

The Japanese Bureau of Fisheries has been reorganized, and given more importance in the governmental set-up.

Dr. Fujinaga and Mr. Hosokawa, attended the FAO conference, visited Woods Hole, Mass.; Boston; the fisheries school of the University of Washington, and the facilities of the Bureau of Marine Fisheries, Division of Fish & Game at Terminal Island, and San Francisco.

Seton Thompson Marries

Seton Thompson, chief of the Alaska division of the United States Fish and Willife Service, was married in Washington Dec. 28. This event leaves George Kelez as the sole survivor of the Service's once-notable groups of bachelors.

Japanese Fishermen Invited Back to B.C.

About 150 Japanese-Canadian fishermen have been licensed to fish in British Columbia coastal waters, and their number will be substantially augmented during the coming months as a result of an invitation extended to skilled Japanese-Canadian fishermen to return from the interior of the province and Alberta, where they have been living since the early days of World War II.

The invitation was extended by some of the larger fish packing companies whose spokesmen point out that it is not intended to encourage a return of pre-war conditions, where concentration of Japanese in certain sections of the fishing community caused controversy and friction. The companies feel, however, that there is a need for replacements among the ranks of the commercial fishermen as a result of the drift to other employment and other factors, and that experienced Japanese-Canadians should be given an opportunity of filling the gap.

While the fishermen's unions in British Columbia have gone on record as being opposed to racial discrimination against the Japanese in the fishing industry, since the companies became active in seeking the return of two or three hundred Japanese-Canadian fishermen and their families the unions have expressed opposition on the grounds that the industry is already overcrowded and that the addition of more Japanese would aggravate unemployment. The organized white fishermen contend that there is already more than sufficient fishing gear in operation in British Columbia's coastal fisheries.

The Japanese-Canadians who have already returned to the fishing industry have taken out a variety of licenses, mostly for salmon trolling.

Among the companies which have offered assistance to Japanese-Canadians wishing to return to the coast from the interior points to which they were evacuated soon after Pearl Harbor are B. C. Packers, Canadian Fishing Co. and Nelson Bros. Fisheries.

NICK LANE, formerly with the Atlas Imperial Diesel Engine Co., Oakland, and well known in the Pacific Coast engine business, has been appointed manager of the Fort Bragg, Calif., branch of West Coast Engine & Equipment Co., Berkeley, northern California distributors of General Motors diesel engines, Nordberg gas engines, and Bendix depth recorders. Mr. Lane takes the place of the late *JERRY STEVENS*.

"Sun Beam" HEADS FOR TUNA

with NORDBERG DIESEL POWER

The tuna seiner *Sun Beam* is owned by Mike Elich, in partnership with Dominic Roki and the Westgate-Sun Harbor Co., San Pedro, Calif. The [illegible] were done by [illegible]

Sturdy 100-ft. seiner repowered with NORDBERG REDUCTION GEAR ENGINE

THE *Sun Beam* presents an example of the way in which a Nordberg engine with reduction gear drive improves over-all vessel performance. In this case, the repowering job was efficiently handled with an 8-cylinder, 4-cycle Nordberg Diesel Engine swinging an 82" x 60" propeller through a 2½ to 1 reduction gear. Delivering 600 h.p. at 680 r.p.m. — this means 270 r.p.m. at the wheel — for a boat speed of 10½ knots. This combination has resulted in appreciable savings in fuel and lube oils and improved maneuverability . . . all with the complete dependability of an engine and reduction gear unit built for heavy duty service.

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PACIFIC PEARL CRAB PLANT PLANS ALL-YEAR KETCHIKAN OPERATION

Year-round crab packing activity employing approximately 70 cannery workers, beside a considerable number of fishermen and boats, is contemplated by Pacific Pearl of Alaska, Inc., a new company headed by Ivar Wendt, Seattle seafood producer and distributor.

Mr. Wendt announced in January that the new company had leased the space in the Ketchikan Cold Storage formerly occupied by Alaska Fish Oil Extractors.

The plant will be in charge of Richard DeCou, formerly superintendent and manager of the Haines Packing Co. and Crown Packers, Inc., plant at Hoquiam, Wash. Mr. DeCou went north in January to supervise installation of the half-pound canning line and auxiliary equipment currently contemplated.

Although crab-canning is the principal activity presently planned for the Pacific Pearl plant, Mr. Wendt says that reported resources of shrimp and abalone in the Ketchikan area will be thoroughly investigated, as well as any other latent supplies of fish and shellfish which might serve in providing a well-rounded operation, employing its plant personnel just as much of the year as possible.

Ivar Wendt, president of Pacific Pearl of Alaska, Inc., which is establishing a crab cannery at Ketchikan.

All products of the plant will be marketed through the office of Ivar Wendt, Food Broker, in the Central Building, Seattle; and under the nationally distributed "Pacific Pearl" brand.

Beside his business as a fish and seafood products distributor, Mr. Wendt is secretary-treasurer of the South Bend Oyster Co., with a cannery at South Bend, Wash., and a buying station on Grays Harbor as well. This company ranks among the largest producers of Pacific canned crab.

Mr. DeCou is an experienced operator in the sea food field, at Hoquiam having packed crab, oysters, smoked oysters, tuna and salmon.

Jack Mendenhall, manager of the Ketchikan Cold Storage, conferred with Mr. Wendt in Seattle early in January just before returning to Ketchikan after a vacation trip to California. Mr. Mendenhall told PACIFIC FISHERMAN that he considered the entry of Pacific Pearl of Alaska into the Ketchikan field as holding possibilities of great importance through providing and stimulating year-round utilization of the fishery resources of that region. Such utilization, with its resultant year-round employment for resident Alaskans, has long been a primary objective sought by the Ketchikan Fishery Products Laboratory, maintained by the Territory of Alaska and the U. S. Fish and Wildlife Service jointly, largely as result of a program fostered by Mr. Mendenhall over a period of years.

Jack Mendenhall, manager of the Ketchikan Cold Storage, where the new Pacific Pearl Cannery will be located.

M. O. Medina Chosen Tuna Association Head

M. O. Medina, the pioneer of long-range Southern California tuna fishing, and owner of the giant clipper *Normandie* and others, was back in harness again, continuing into 1950 his long service in behalf of the tuna-fishing fraternity. Returning from a 25,000 vacation trip, he was in time to be elected president of the American Tunaboat Association, which association he has headed in previous years.

He succeeded another pioneer, Manuel G. Rosa, owner of the fabulous clipper *Lusitania* and a string of major tuna clippers. Frank Perry, one of the successful young Portuguese skippers and operators, was elected to the vice presidency, succeeding William A. Hoss. Vernon Brown was chosen secretary-treasurer, succeeding Louis E. DeFalco. Harold F. Cary, whose outstanding leadership as general manager, gave the association the most successful year of its history, was continued in that office. New board of directors: George G. Alameda, Mr. Brown; George E. Campbell, John G. Cardosa, Mr. DeFalco, Manuel H. Freitas, Sr., and Jr.; Mr. Hoss,

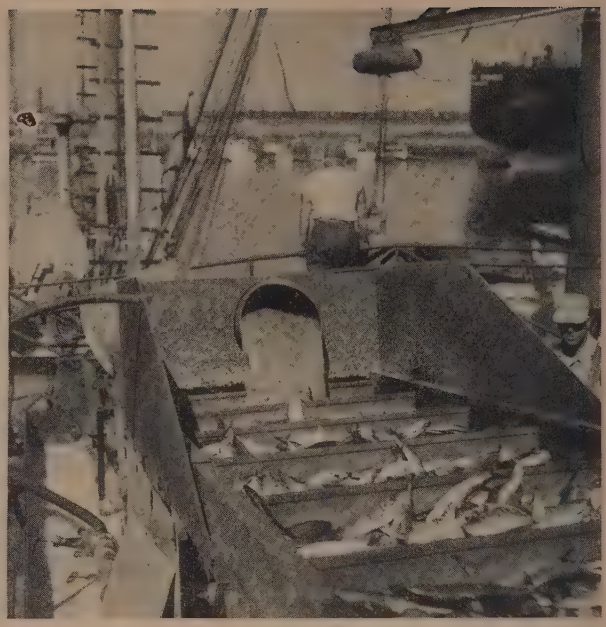
M. O. Medina

Anthony D. Madruga, Edward X. Madruga, Carl O. Medina, Joe M. Medina, Manuel O. Medina, Joe Penacho, Mr. Perry; Joe S. Rogers; Mr. Rosa; Edward P. Silva, Guy H. Silva, George Soares, and Frank W. "Pete" Szalinski.

Directors serving in 1948 and previous years were honored at the meeting and included: Andrea Castagnola, Sam Crivello, Edward X. Madruga, Anthony Martinolich, Lawrence Oliver, Guy H. Silva, Pete Szalinski and Giovanni Vattuone.

Edward David Studies South American Fishing

Edward David, head of the Del Mar Canning Co., Warrenton, Ore., returned to his headquarters just before Thanksgiving after a trip of about two months to South America. He spent most of the period along the coasts of Ecuador, Peru and Chile, studying fishing and fish-packing operations there.



In operation at South Pacific Canning Co., Long Beach, is an 8" nozzle and 34' suction hose for unloading sardines and mackerel. The vessel's hold is flooded with water during the unloading process and the water which floats the sardines through the hose is piped back into the hold to give a constant water supply. Mel Marsh, president and manager of the South Pacific company, declares that it is efficient and timesaving, unloading from 40 to 80 tons an hour. Left photo shows the intake end, while that on the right shows discharge of the fish onto the conveyor which carries them into the cannery.

Pumps Offer Fast, Easy Sardine Unloading Method

Designed by the Gruwell brothers and using a Yeomans centrifugal pump, a suction unloading device for removing sardines and mackerel from a vessel's hold has been operating successfully at Golden State Packing Corporation, Long Beach. The nozzle is 12" in diameter and the fish are pumped in water to the conveyor which carries them from dockside to the cannery.

After the fish are transferred to the conveyor, the suctioned water is piped back into the vessel's hold at the point where the fish hit the conveyor. This assures a constant supply of water to act as a carrying agent for the fish, minimizing damage to them in the suction process. The hold is, in addition, flooded with water during unloading.

The company plans 1950 installation of an 8" diameter pump to unload the smaller boats which deliver sardines and mackerel to the cannery. Use of such pumps, of course, eliminates the older brailing method and cuts unloading time considerably.

Golden State Packing Co. has Julian C. Gruwell as vice president and general manager and Robert C. Gruwell Jr. as president.

California Sea Food Corporation, Long Beach, has been operating for several years a Kimmerle Pump System for unloading fish, and a similar device, after experimental installation on the *Ronnie M,* has been placed dockside of Southern California Fish Corporation. The Kimmerle pump operates with a vacuum pump and a specially designed valve, so it can be operated at any speed or volume. No priming is necessary. The Kimmerle pump's rotary valve is motor driven with a speed variation of 10 rpm to 30 rpm. for volume control. This pump is rated at an unloading capacity of 50 to 150 tons per hour. Only a small amount of water is required to suspend the fish.

BELL SMOKED FISH CO., San Francisco, has installed new fish receiving facilities at the foot of Hyde Street.. A new electric winch has been put in, and boats of any size can be accommodated.

Longer Kodiak Herring Fishing Season Sought

Encouragement of cured herring packing in the Kodiak district of Alaska by an extension to the quota season to permit fishing from Oct. 15 to Nov. 30 for purposes other than reduction was recommended to the Fish and Wildlife Service by the Alaska territorial fishery board.

It proposed a Kodiak season from June 1 to November 30, with bait and gillnet fishing permitted at other times. The Kodiak quota season would run from June to Oct. 15, with a 300,000-bbl. quota for the period from July 1 to Sept. 1.

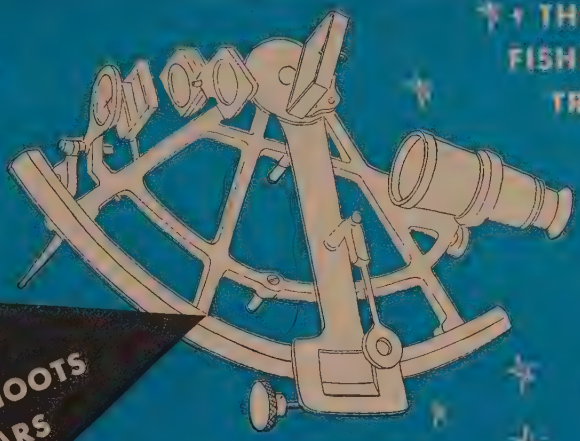
This would permit non-quota fishing in the quota area through the month of June, and from Sept. 1 to Oct. 15.

The board said that because there had been no fishing in 1949 it felt justified in suggesting an increase of the Kodiak quota by 25,000 bbls. from the 275,000 proposed by the FAWS.

Fishing in the Kodiak area after the quota closure was justified on the grounds that this is permitted in the Prince William Sound area.

J. D. WILLIAMSON, Fortune Fisheries, and J. D. Williamson Sales Co., *LOUIS BEVERINO*, Central Fish & Oyster Co., Los Angeles, and their wives motored to Guaymas last month on a pleasure and business trip.

2 THINGS FISHERMEN TRUST...



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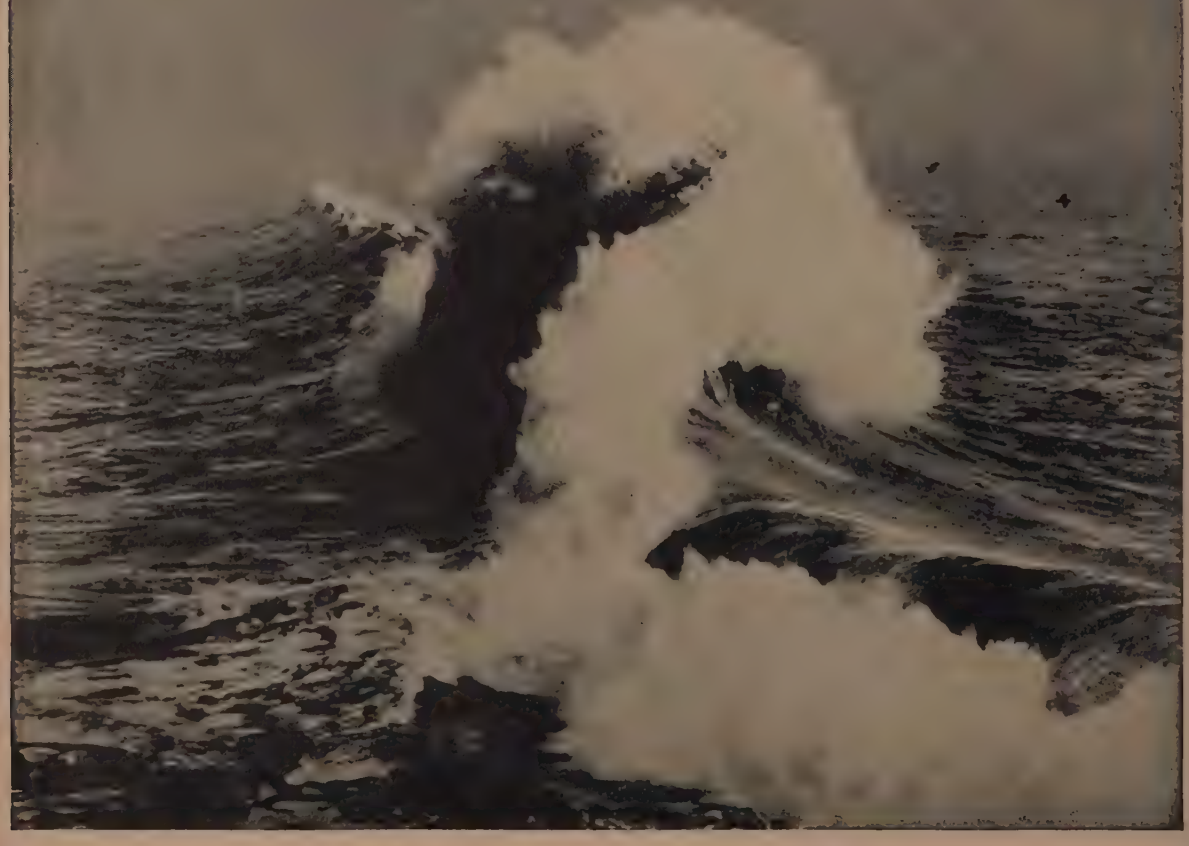
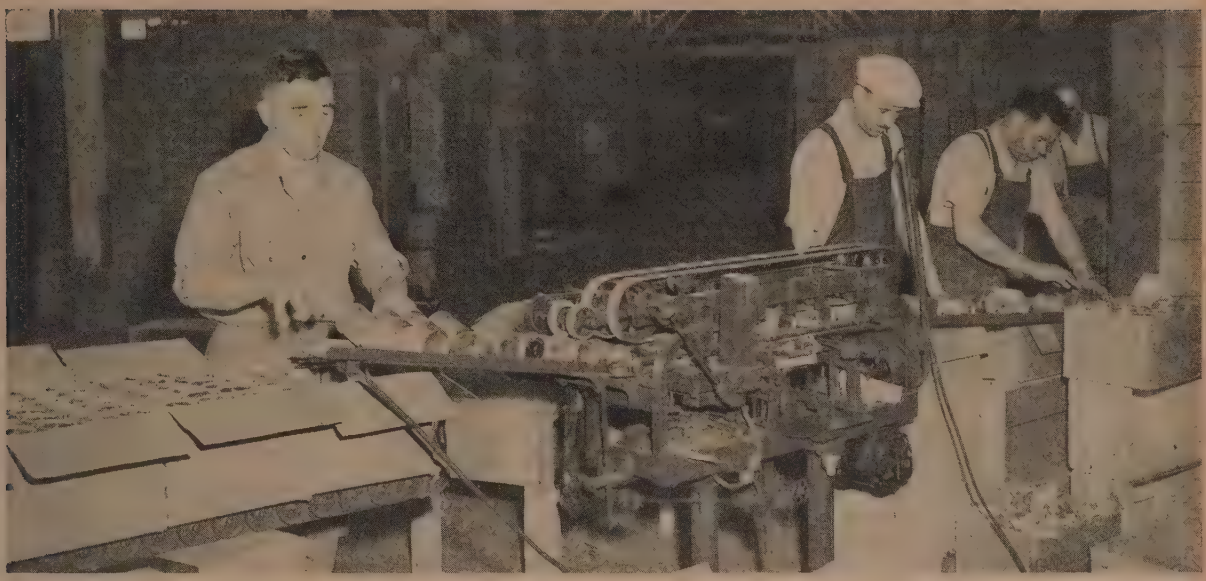




Heres where good glue pays off: the labeling machine and crew preparing salmon for shipment from a Seattle terminal warehouse. If the pick-up gum and the lap paste aren't right, this operation can cost a lot of money, as this article makes plain.

GLUES AND GLUING

Problems, Practices and Materials in Fish Canneries

By WILLIAM M. COWLEY

How much does glue cost?

There are as many answers to that question as there are users of glue. It costs nothing, or plenty! Unlike cans or labels or beans or soda pop, glue is not just a commodity. Glue is a means for accomplishing an end result. There is no such thing as a cheap glue. On one hand there is glue that will do the job expected of it with a minimum of trouble and without loss of machine and man hours. Such glue is money in the bank. On the other hand, there is glue that fails. Men and machines stand idle. Production time is lost.

How much does glue cost then?

John Ruskin once said, "There is hardly anything in the world that some man cannot make a little worse and sell a little cheaper, and the people who consider price only are this man's lawful prey." Glue is a classic example.

Cost Figures for Glue

At 1949 prices, one pound of good case sealing cost the canner, on the average, 6½ cents a pound. It is estimated that one pound of case sealing glue gives 10,000 square inches of coverage. One case, glued top and bottom, will require approximately 128 square inches of glue coverage. That means that the glue for one case costs .000832c. If a 6-cent glue is used, this cost can be reduced to .000768c per case, or a saving of .000064c per case. Is it worth the saving? Sure, if the glue does the job. But what if it doesn't? What if it takes only one man, working at 60 cents an hour, only one minute to re-seal that case. Immediately your cost per case has gone up 1c, plus the cost of the production lost by the delay. (And who gets men at 60c an hour in Alaska?) How many additional cases must then go through, trouble free, before you will again be saving money?

At the risk of sounding like an expert, which I would like to be but probably am not, I would like to give a few suggestions toward achieving top production in labeling and case sealing operations.

Glue Rule Number One

First, foremost, and last, *get the very best glue obtainable.*

Glue is the least expensive item you will use in your cannery. Don't even ask price until you have your glue man's assurance that the materials he is recommending are the very best in his line. If your plant is in Alaska, and you run into glue trouble, you won't be able to pick up the telephone and have a drum of something else delivered the next morning. You're stuck, and no pun intended.

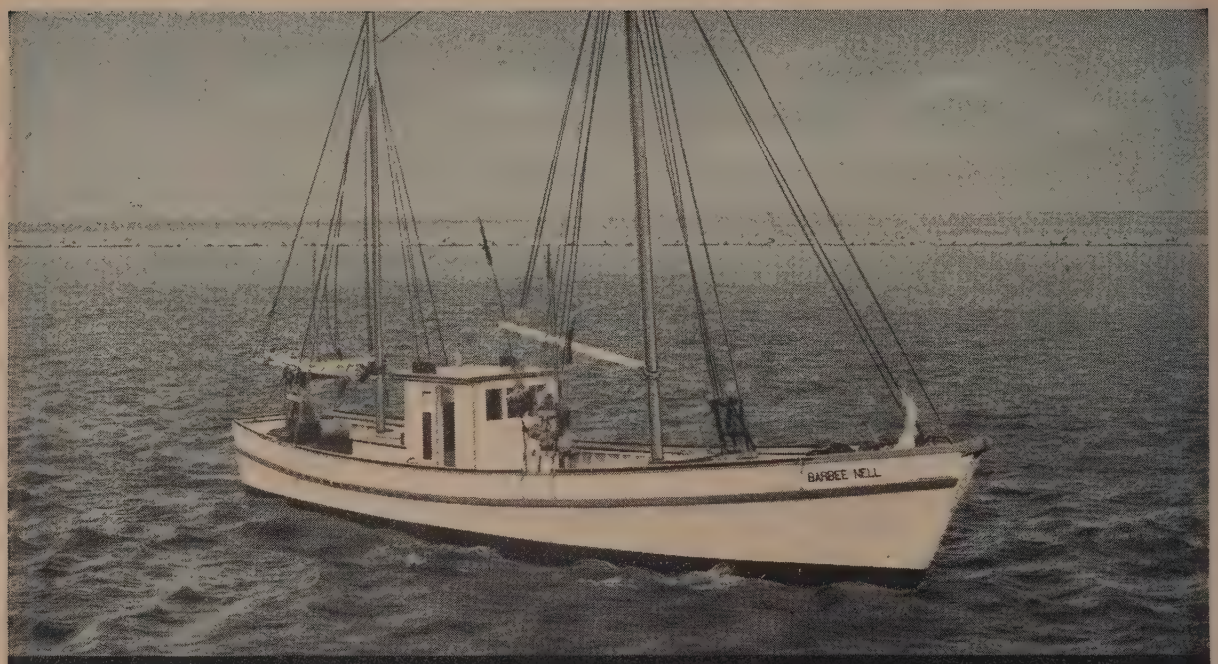
Well, what is good glue? What should it do for you?

Let's look at pick-up gum. We will consider only cold pick-up, as hot pick-up gums are rarely, if ever, used in Alaska. The function of pick-up gum is implied by the name. The can rolls through the labeler and a few dots of glue are applied to it by an applicator rotating in a glue pot. The glue on the can then comes into contact with the label and literally picks it up from the label stack. The glue holds the label in place until the label is finally secured by the lap paste. Is that all there is to it? By no means!

A good pick-up gum must have sufficient "flow" to follow the glue rollers.

It must be "short," so it will not string or apply too much to the can.

It must be light enough in color to not show through the label.



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CAPT. J. L. MURRELL, of Corpus Christi, fishes the entire Gulf of Mexico from Florida to Brownsville, Texas. And when he gets his catch, it doesn't take the "Barbee Nell" long to make port. Last May, she made her best record, coming home with an 11,000-pound load of red snapper after only 2½ days' fishing time.

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Gunderson Bros. Equipment Corp.
PORTLAND 9, OREGON

West Coast Engine & Equipment Co.
BERKELEY, CALIFORNIA

It must not contain oils that will stain through and disfigure the label.

Perhaps most important of all, it must be non-hygroscopic. That is, it must not take moisture out of the air. A poor grade of pick-up gum will act like a sponge and actually hold moisture against the can. In time this moisture will cause rusting, and ultimately will spoil the can and its contents with it.

The Low-Down on Lap Paste

Lap paste is used to glue the ends of the label together, after the label has encircled the can. A simple operation? Sure it is. But what else is required beyond that basic trait of sticking?

Well, lap glue must be "fast." It must set-up quickly. In most plants the cans are cased within 15 feet of the end of the labeling machine. It the lap is not stuck, and stuck tight, scuffing or tearing of the label may occur. Or the label may slip out of its proper alignment.

Lap paste too, should leave the label flat where the two ends join. A lap paste with too low a solids content will disfigure the label by warping the lap into little mountains and valleys.

Lap paste should not "crust over" if left exposed for a short time.

Like the pick-up gum, lap paste should be non-hygroscopic.

The Case for Glue

In a case-sealing glue the most important requirements, aside from the final adhesion given, are the initial "tack" and speed of setting. A good case-sealing glue can have both. The initial "tack" is a glue's property of being sticky, or if you wish, "gluey." The initial "tack" will hold the flaps of the cases closed even before the glue is dry. Speed of setting is the rate of speed with which the glue dries. These two properties are of particular importance in a glue used in a case-sealing machine having a short compression unit.

Let's Look at Labels

While this is a bit outside the sphere of glue, I would also like to mention labels. Quite properly, the buying of labels is done by someone whose good taste and judgment have proven themselves in many fields. It sometimes happens, however, that the person having this responsibility has never actually run a label on a labeling machine. In such a case it is often wise to consult with the warehouse foreman. He is the man who will have to work with the label, and he has certain specifications of his own. For example, the weight of the paper is a very important factor in getting good results on the labeling machine. A label made from too heavy paper stock may have enough spring in it to overcome the initial "tack" of the lap paste. The direction of the paper's "grain" is a very important, and much debated, factor in successful labeling. How does your warehouse foreman feel about it? He is the man that will be using the label.

The weight of the label should not be too little nor the color too pale, or the lap paste or pick-up gum may show through. If the label is too short, the lap paste may come against the can and cause rusting. If it is too tall, the label may absorb oil left under the rim of the can. The label should have an unvarnished lap. Otherwise, special and expensive, lap pastes containing solvents must be used. The warehouse foreman supposedly knows his job and his requirements. His views should carry a lot of weight in specifying glues and ordering labels.

Glueing equipment must be clean. Dirty equipment can not possibly do an efficient job; and it must be kept in adjustment. One suggestion: keep strangers away. You don't ask the gardener to fix your car. Don't let an unskilled man touch your labeler.

Here is the world's largest tuna clipper discharging the world's largest tuna fare—540 tons, taken by the *Scarlet Queen* in a 113-day trip in which her Fairbanks-Morse opposed-piston diesel performed famously. It turns through one of those compact, out-of-the-way Western planetary reduction gears. Capt. Charles L. Kaufman commanded *Scarlet Queen* on her record trip. Note the Seaplane carried on the bait tank—and aerial auxiliary becoming common on clippers. The picture was taken by Rod Yould as *Scarlet Queen* discharged her great trip at the French Sardine Co. cannery, Terminal Island.

Then There's the Weather

Let's say that your equipment is in top condition. You have the best glue obtainable, and you are starting to pack fish. The first case goes through the case-sealing unit, travels 10 feet down the conveyor, and the flaps pop open. Wha' hoppened?

Well, take a look at the flaps. You may be using too much glue. The idea that, if a little is good, a lot is better, just doesn't apply here. Before glue can dry, and therefore stick, the liquid content somehow must disappear, either into the paper fiber or by evaporation into the air. The application of too much glue only slows down this process. *Apply the minimum amount of glue that will cover the desired area.*

The use of "green," that is, insufficiently aged carton stock, may also

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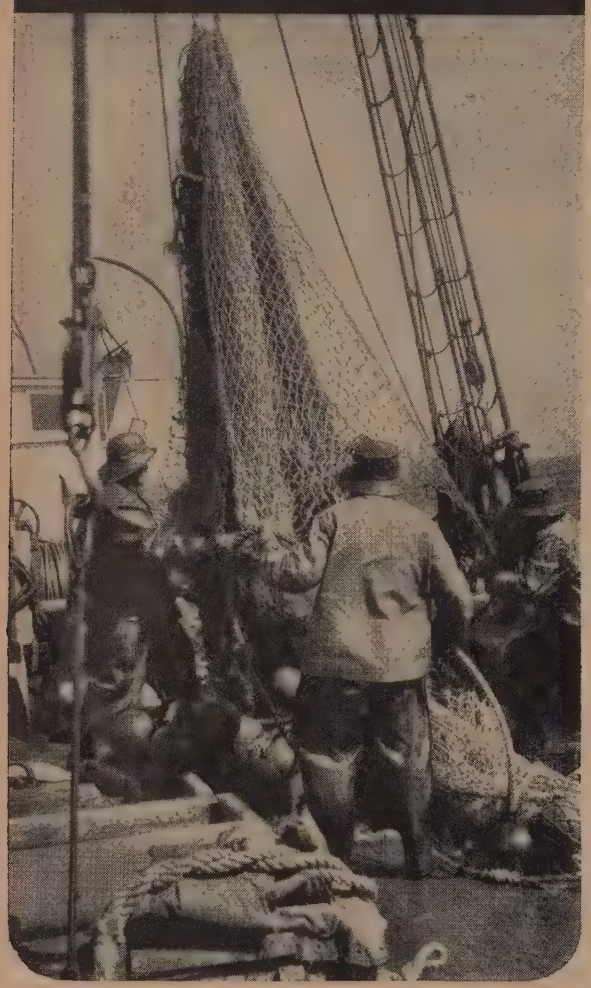

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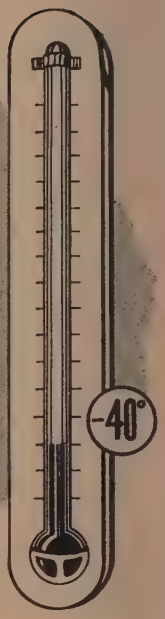

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cause case-sealing difficulties. The paper fiber of such cases already contains so much moisture that glue dries slowly. What can you do? Store your cartons in a dry, warm place. Use space heaters to drive off the undesired moisture.

During particularly humid and/or cold weather the normal evaporation of the glue's water content will be slowed considerably. Such conditions can cause great difficulty in the case-sealing operation. Heating the case-sealing glue before putting it in the glue pot will do much toward correcting this condition. The heat not only increases the initial tack of the glue, but will hasten the drying time as well.

The pick-up gum is probably the most important glue you use. Certainly it can cost you the most money. An improper grade can actually cause the loss of the fish in the can as result of rusting, caused by pick-up gums that are hygroscopic. Be sure that you get a non-hygroscopic type.

Cold pick-up gums have a tendency to stiffen, almost to jell, if the temperature gets too low. They will lose their ability to flow and follow the glue applicators, which soon cut a little hole in the pick-up gum and none is applied to the can. This can quickly be corrected by warming the glue.

It may sometimes happen that the pick-up gum will not stick to the can because the water used in the retorts or for cooling the cans is so greasy that the cans come to the labeling machine with a film of grease on them. The pick-up gum cannot function properly if it doesn't have clean, bare metal surface to cling to.

Lap Pastes and Labels

A poor grade of lap paste, or one of the wrong consistency, can be responsible for a multitude of sins on the labeling machine. If the lap paste is too tacky, it can cause crooked labeling due to the excessive paste with a small amount of water to allow the applicator belt to slide easily on the label stack. Lap paste should *never* be diluted until after it has been thoroughly agitated. Agitation will eliminate the false "body" or stiffness of the paste. If the paste is too thin, or diluted too much, it may flow down the side of the label stack and cause more than one label to be picked up by the can.

Wrinkling of the overlap can be caused by many factors. The first step in the correction of this condition should be tightening the scraper so as to apply a lighter film of lap paste. Of course the liquid content of the glue is mainly responsible for this condition. A contributing factor is the use of a too-light weight label stock. Specify a minimum stock weight of 50-lb. when ordering labels. The application of too much pick-up gum can also cause humps at the seam. Tightening the scraper of the pick-up gum glue pot will correct this condition.

There have been many new developments in adhesives in the last few years which should be of special interest to packers in Alaska. During the war, most of you had some experience with the special resin glues required by the government on solid fiber cases. Perhaps you had no trouble with this type of material; but probably you had plenty. Latest types of resin glues for case sealing, if properly used, will give top performance in case-sealing units. Despite the comparatively high invoice cost of this type of material, the final cost is about the same as with vegetable type case-sealing glues, due to the greater coverage per pound and the greater speed of setting obtainable.

There are now dehydrated glues for both case-sealing and lap paste work available. These products are packed in multi-wall paper bags, usually of 100 pounds. They are comparable, in performance to liquid glues in every respect. They are mixed with water at the cannery, and go into solution almost as easily as sugar does in coffee. Not only does this type of glue cost less than liquid glues, but it permits a very large saving in freight. In shipping drums of liquid glue, freight must be paid on 55 pounds of steel drum that is not used at all. In addition, of course, a drum of liquid glue contains about 200 lbs. of water. Especially desirable in the Alaska area, is the fact that dehydrated glue, while kept in its dry form, is chemically inert. It is not affected by heat or cold. Liquid glues, on the other hand, are ruined by freezing. Unused liquid glue must either be returned to the States for the winter, or kept in a heated place in Alaska. Dry glues, such as these dehydrated products, can be stored in any dry place, regardless of the temperature.

B. C. FISH LAW ENFORCEMENT DEBATED IN PARLIAMENT

Enforcement of British Columbia coastal fishery regulations was discussed during a recent session of the House of Commons at Ottawa following presentation by Fisheries Minister R. W. Mayhew of the government's operating program.

James Sinclair, one of the British Columbia legislators, said he had received a protest from the fishermen of the west coast against the continued illegal use of sunken nets for cod. He maintained that inadequate penalties were meted out to those who broke the regulations and that there was a general laxity in enforcement.

Sinclair also objected to the use of otter trawls in the Gulf of Georgia on the ground that such gear was not selective. Fishermen in his constituency, he said, had complained.

While agreeing with the general idea of strict law enforcement, Jack Gibson, another British Columbia member, was critical of a recent incident on Vancouver Island when three Indian fishermen were sentenced to pay a fine of $200 each or spend 60 days in jail. One had paid the fine and the others had been jailed. The charge was that they had been found guilty of illegal possession of fish and obstructing a fisheries officer in the performance of his duties.

Gibson thought the sentence was unnecessarily harsh especially since the fishermen's only source of livelihood was fishing and the evidence against them had been circumstantial.

The minister said he would investigate the case, but he felt there had been too much poaching and other irregularities in the fishing areas.

Meanwhile in Vancouver, B. C., Chief Fisheries Supervisor A. J. Whitmore was checking on charges made by Harold Malyee and other Pender Harbor fishermen that fish were being caught illegally and "bootlegged".

Malyee, representing hand-line fishermen, recommended seizure of boats and gear and cancellation of the licenses of convicted offenders. The chief complaint was against use of sunken nets, which had been declared illegal in the Gulf of Georgia in 1945 because of damage caused to spawning areas.

South California Firms Represented at N. C. A.

Southern California's fish-packing industry attended the National Canners Association convention, January 28-31 in force, with practically every cannery represented, and with many brokers also visiting Atlantic City. Here is a list of delegates, with others probably making late decisions to go:

Van Camp Sea Food Company: R. P. Harper, W. J. Grinnan, W. F. Beesemyer, Clarence Harris, Malcolm Goldie.

French Sardine Company: Joseph J. Bogdanovich, Don P. Loker, Nick Trutanich, Jerry G. Scharer, Y. M. Ostoich, Walter Brewer, Tom Virgil, Julie Bescosfi, William Massie.

Westgate-Sun Harbor Company: W. Wade Ambrose, Jack Crivello, Kenneth J. Berglund, James Lane, Harold Requa, Jr., Walter Gibb, Larry Kaner, Bart Hind, Marvin Loughbom.

West Coast Packing Corporation: Al Vignola, L. T. "Mike" Bradbury, M. O. Covington.

People's Packing Corporation, Korniel Bernardini.

Seaside Fisheries Co., Harry H. Steele.

California Marine Curing & Packing Corporation, Max J. Gorby, Jack A. Dinnerstein.

Pan-Pacific Fisheries, Inc., Ed Chapman.

Franco-Italian Packing Corporation, Joseph Mardesich, Sr., Henry W. Abts, Jr.

Southern California Fish Corporation, Larry W. Holland, J. D. Marshall.

Coast Fishing Company, William S. Horstein, Ralph P. Kemmerer, Robert Hilt, Irving Monroe.

San Diego Packing Company, J. H. Dempsey.

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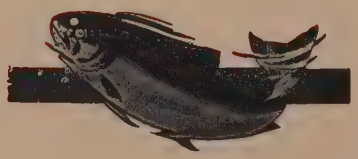

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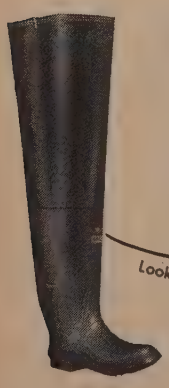

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POWER WINS NECHAKO WATERSHED

Despite the plea of fisheries interests for a more extended study, the Aluminum Co. of Canada has been granted a license to develop waterpower on the Neckako and Nanika rivers in British Columbia's Tweedsmuir Park area.

Major R. C. Farrow, comptroller of water rights for the provincial government, dismissed the objections to the waterpower development, saying:

"It is felt that the value to our economy of the establishment of the contemplated aluminum plant (to cost an estimated $500,000,000 under the complete long-term program) far outweighs the possible losses to fisheries, and that this power could be developed at comparatively small expense to the fishing industry", stated Major Farrow.

The fishing groups did not actually oppose the Neckako-Nanika river license application. Their main fears were for the Chilko watershed. However, in its brief to the comptroller, the department of fisheries had pointed out that the effect of diverting the entire regulated flow of the Nechako and Nanika into one or the other of these rivers would be "one of tremendous change."

Records of the department showed that an average of 76,300 salmon spawned in the Kemano river each year over the past decade. Of these 1,100 were Springs, 15,700 were Cohoes, 39,400 were Pinks and 20,100 were Chums. The 10 year average for the Kimsquit showed 29,600 spawning fish—8,700 Sockeyes, 2,300 Springs, 4,700 Cohoes, 6,800 Pinks and 7,100 Chums.

PACIFIC FISHERMAN Available on Microfilm

PACIFIC FISHERMAN has entered into an agreement with University Microfilm, Ann Arbor, Mich., to make available to libraries copies of each year's issues beginning with January, 1950.

One of the most pressing problems facing all types of libraries today is that of providing adequate space for a constant flood of publications. Periodicals pose an especially difficult problem because of their bulk and number.

Microfilm makes it possible to produce and distribute copies of periodical literature on the basis of the entire volume in a single roll, at a cost approximately equal to the cost of binding the same material in a conventional library binding.

Under the plan, the library keeps the printed issues unbound and circulates them in that form for from two to three years, which corresponds to the period of greatest use. When the paper copies begin to wear out or are not called for frequently, they are disposed of and the microfilm is substituted.

Sales are restricted to those subscribing to the paper edition, and the film copy is only distributed at the end of the volume year.

The microfilm is in the form of positive microfilm, and is furnished on metal reels, suitably labeled. Inquiries concerning purchase should be directed to University Microfilms, 313 N. First Street, Ann Arbor, Michigan.

H. B. Friele, vice-president-general manager of the Nakat Packing Corp., Seattle, left Jan. 9 for a month in the east, mainly for conference with other officers and directors of the company.

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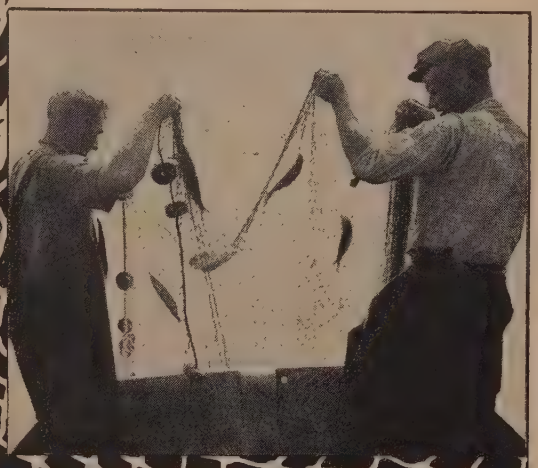

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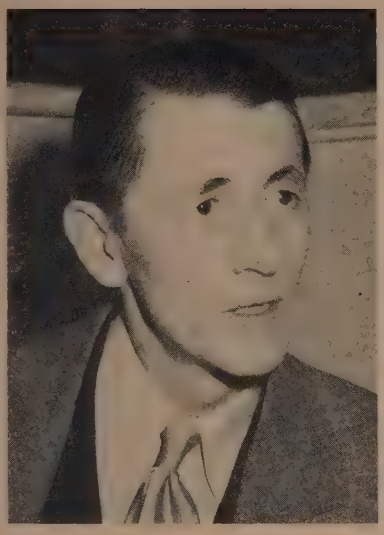

Prosper Ganty, manager of the Pelican Cold Storage Co., Pelican, Alaska, returned to that point in January after spending some weeks in Seattle on business. He anticipates healthy continuance of the steady growth manifest in Pelican fish landings during the past couple of seasons.

Too Many Canneries In Southeast Alaska?

A member of this journal's staff, recently looking over the last (1930) edition of the late Dean John N. Cobb's *Pacific Salmon Fisheries,* was struck by the following remarks, which seem of current interest in view of recent conditions in Southeast Alaska.

"There are still too many canneries operating in the Southeast Alaska section", said Dean Cobb, after discussing the contraction following the recession of 1920. "The only measure of relief that will meet the situation would be a material reduction in the number. This would not mean a reduction in the total pack, as the industry has reached a stage where the intrusion of a new cannery merely means that its pack correspondingly reduces the pack of its nearby competitiors . . . The undue expansion of the number of companies operating tends to greatly enhance the cost of operation, and unless this is very materially reduced in the near future our operators are going to be greatly handicapped in the world's markets."

Sounder for Bait Tender

A DR-9 200′ Bendix Depth Recorder has been installed aboard the tuna tender of the San Diego tuna clipper *St. Francis,* to assist the crew in locating bait schools at southern tuna banks. The electronic equipment was supplied and installed by Shepherd Diesel Marine from its San Diego branch.

INCREASING B.C. FISHING INTENSITY THREATENS CONSERVATION WORK

Fishing intensity is steadily increasing in the waters of British Columbia, Dr. R. E. Foerster, director of the Pacific Biological Station at Nanaimo, B. C., informed members of the Fisheries Research Board of Canada at their recent meeting in Ottawa.

More and more fishermen are being attracted into the industry, according to Dr. Foerster, who pointed out that the work at his station was being directed to methods of increasing the stocks of commercially important fish, despite increasing fishing effort, rather than merely attempting to curtail the catch to meet conservation requirements.

To maintain British Columbia's fisheries at a high level of productivity, said Dr. Foerster, the present limited supplies must be carefully husbanded and factors governing successful propagation studied and improved wherever possible.

Since the factors most closely limiting salmon production are believed to be those involved in spawning and the development of the young, the fresh-water phase of the life-history of the salmon was given principal attention in 1949 at several field stations along the British Columbia coast.

By studying weather and water conditions in the streams, predation, food supplies and other related factors, their significance and how they may be controlled, methods of improving conditions and increasing Sockeye salmon production may be devised, said Dr. Foerster.

He added that it is intended that several test streams will eventually be operated in various areas along the coast. These streams produce the bulk of Pink and Chum salmon, particularly the latter. Factors controlling production of these two species can best be understood by quantitative studies over a period of years in a number of selected localities.

Investigations of British Columbia ground fish, the Research Board was told, are being conducted to determine the changes in relative abundance of the various species supplying the otter trawl fishery and to fill in the many gaps in the knowledge of the habits of these fish. This data is required so that an understanding of the reaction of the stocks of fish to existing fishing intensity may be obtained in order that remedial measures may be suggested to maintain the fishery at a high level of sustained yield.

The Nanaimo station, said Dr. Foerster, is seeking data necessary for the establishment and maintenance of a management policy most likely to provide a maximum sustained yield in the herring fishery. Two procedures are now being tested, one a quota system enforced on the lower east coast area of the Straits of Georgia, and the other an unrestricted fishery, except for a closing date, on the west coast of Vancouver Island. Both plans are being followed over a period of years, and pertinent statistical and biological information is being assembled.

Field work is also being devoted to the pilchard, albacore, whale, crab, shrimp, anchovy, eulachon and lobster.

Wakefield Heads Herring Operators Association

Capt. LaVerne Wakefield of Wakefield Fisheries, operating a herring reduction plant at Port Wakefield, Raspberry Strait, in the Kodiak district of Alaska, was elected president of the Pacific Herring Packers Association at the annual election in Seattle Jan. 10.

Lief Eriksen of the Chatham Strait Fish Co. was re-elected secretary. Capt. Wakefield succeeds C. F. Johnson of the Port Ashton Packing Co.

Offices of the Pacific Herring Packers Association are now at 2408 Commodore Way, Seattle.

Research Craft Carries Lavish Electronic Gear

Two "Fathometers" are being installed in the *Yellowfin,* California Fish & Game research vessel, being converted at Long Beach Marine Repair, Long Beach. One is the 1,000-fathom model; the other a 500-fathom set. Submarine Signal Company, from its Wilmington branch, is also supplying the vessel with a custom-built sonar set, and a "Pathfinder" radar.

For the vessel's tender, a Universal Atomic Four, 25-hp. engine was ordered from Shepherd Diesel Marine, Southern California Universal distributors.

CLAMS-FOR-CRAB-BAIT SKIRMISH IS RESUMED IN WASHINGTON

Skirmishing in the long-standing controversy over the use of razor clams for crab bait in Washington waters was resumed in December when Westport crab fishermen reacted to letters mailed by the Razor Clam Canners Association to consumers.

These letters ascribed the current shortage of canned razor clams on the market to the fact that "the bulk of the supply of razor clams taken from the ocean beaches of Washington has been used for crab bait for the past two seasons."

The letter asked the consumer to mark a postcard, indicating his or her position on the matter of using razor clams for bait.

The letter drew a sharp rejoinder from Arnold Mathisen, president of the Westport Crab Producers Cooperative, in which he contended that the use of razor clams for bait actually gives more food and economic return than if they are used for canning.

This argument was sustained thus:

"Figures of the Department of Fisheries show that fresh razor clams are suitable for crab bait for one week's fishing, whereas the next substitute, namely squid, is only suitable for two days fishing. This, of course, means that if squid is used for fishing the crab pots would have to be lifted every second day, which is utterly impossible, as weather conditions do not permit fishing that regularly.

"If the crab fisherman were not permitted to use razor clams for bait, crab deliveries would decrease by 25% or more, which would mean an equal loss in income for a large group of people."

Many Northern California Fish Men at Convention

Northern California's delegation at the National Canners Association and National Food Brokers conventions in Atlantic City last month was a large one.

From F. E. Booth Co., Inc., went Al Desmond, general sales manager. Mr. Desmond said on his departure: "As a result of last year's expansion program, which has enabled the F. E. Booth Co., Inc., to increase production, I plan on interviewing prospective brokers at the convention for the purpose of opening up new territories. In addition to attending the convention I will visit the trade in some of the larger cities before returning to the Coast."

California Packing Corporation sent Irving Granicher, Stanley Powell, Ollie Seegelken, Dale Mason, Art Stauber, M. G. Patterson, W. P. Rogers, Myron Close, Everett Runyon, Carrol Glenney, B. G. Lux, Lee Argall, Ralph Brown, C. W. Griffin Jr., Milton Brooding and a number of others from the operating staff.

Charles J. Broad, Edgewater Packing Corporation, planned to mix a little pleasure with his business trip, for after calls in Chicago, he planned to return home through Kentucky where he was going to look over some thoroughbred horses, these being his hobby.

Barney Kitchens, sales manager of the Peninsula Packing Co., Monterey, and Dick Barger, head of the canned food department of Wilbur-Ellis Co., San Francisco, and some members of the Wilbur-Ellis staff in New York, attended the conventions. On their way back to the Coast Messrs. Kitchens and Barger planned to stop off in Boston, Philadelphia, Columbus, Chicago, and Denver.

Brewster B. Broadwll, vice-president in charge of sales, Hawaiian Tuna Packers, Ltd., was to be in attendance at the convention.

Phelps Hollywood, H. A. Irving Co., San Francisco, was to return home from the convention via New York, Boston, and Chicago.

L. E. Collins, Monterey Sales Co., and Oxnard Canners, Inc., had routed his return trip from the conventions via Chicago, Boston, and Philadelphia.

From Parrott & Co., went E. D. Chapman, Jr., fish division, Los Angeles branch; and Art Bennett, also of Los Angeles; S. E. Burkenroad, and Harry E. Petitt, San Francisco; and from Parrott Co., Inc., Seattle, Tom Pedersen.

Clifton D. Day and Alvin P. Baukol represented the San Carlos Canning Co., Monterey, at the convention.

STANLEY KERLEY, for many years secretary of the San Francisco Sardine Association, is now connected with Red Rock Fisheries, Parr-Terminals, Pt. San Pablo.

Calif. Fish Boat Taxes Far Above Gloucester's

Capt. Eddie Madruga, skipper-owner of the 100′ tuna clipper *Liberty*, considered the top-tonnage medium size clipper for 1949, recently returned from a trip to the east coast, where he visited with his uncle, Manuel Goulart, Gloucester, Mass. The latter is owner of the 100′ trawler *Evelina Goulart*, valued at $70,000.

While on the east coast, Skipper Madruga discussed with his uncle and other fishermen owners the rate of taxes assessed against their respective vessels, east and west coast. He discovered that San Diego and Los Angeles counties tax the west coast vessels around seven times greater than on the Atlantic seaboard.

The *Evelina Goulart* pays $70 per year, whereas San Diego county taxes the *Liberty* $5,000 annually, and a major clipper like the 145′ *Navigator*, owned by Capt. Joe Rogers, is taxed at $9,200. It was pointed out also that, while the eastern fishing vessels operate locally, the tuna fleet catches no fish north of the international border, and most of its tonnage thousands of miles away in Central and Southern American waters.

Japanese Fishing Craft Seized by Russians

Japanese fishing boats between Hokkaido and the Kuriles, even when in coastal waters, are being seized by Russian gunboats, according to a reliable source available to Pacific Fisherman. The purpose is to injure Japanese economy under the U. S. occupation. Fishing vessels are now refusing to cruise to the danger zones and Japan's vital fish supply has been lowered, this report states. In one month some 50 vessels, said to be manned by almost a thousand men, failed to return to port and are believed to have been pressed into the USSR fishing fleet. Only the United States, not the Japanese government, can protest and thus far there has been no public statement made by either General MacArthur or the U. S. State Department.

GILBERT C. VAN CAMP, president, Van Camp Sea Food Company, has been named to one of the four Southern California regional water pollution control boards which will administer the statewide anti-pollution program established by the 1949 legislature. Mr. Van Camp will serve on the Los Angeles region board.

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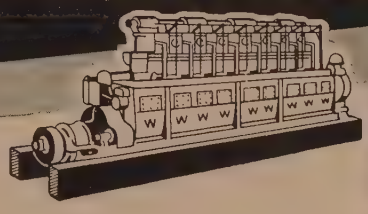

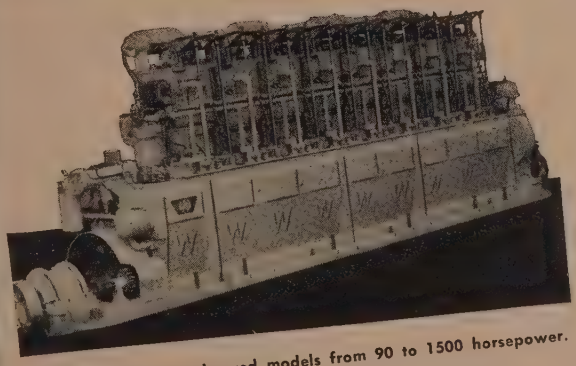

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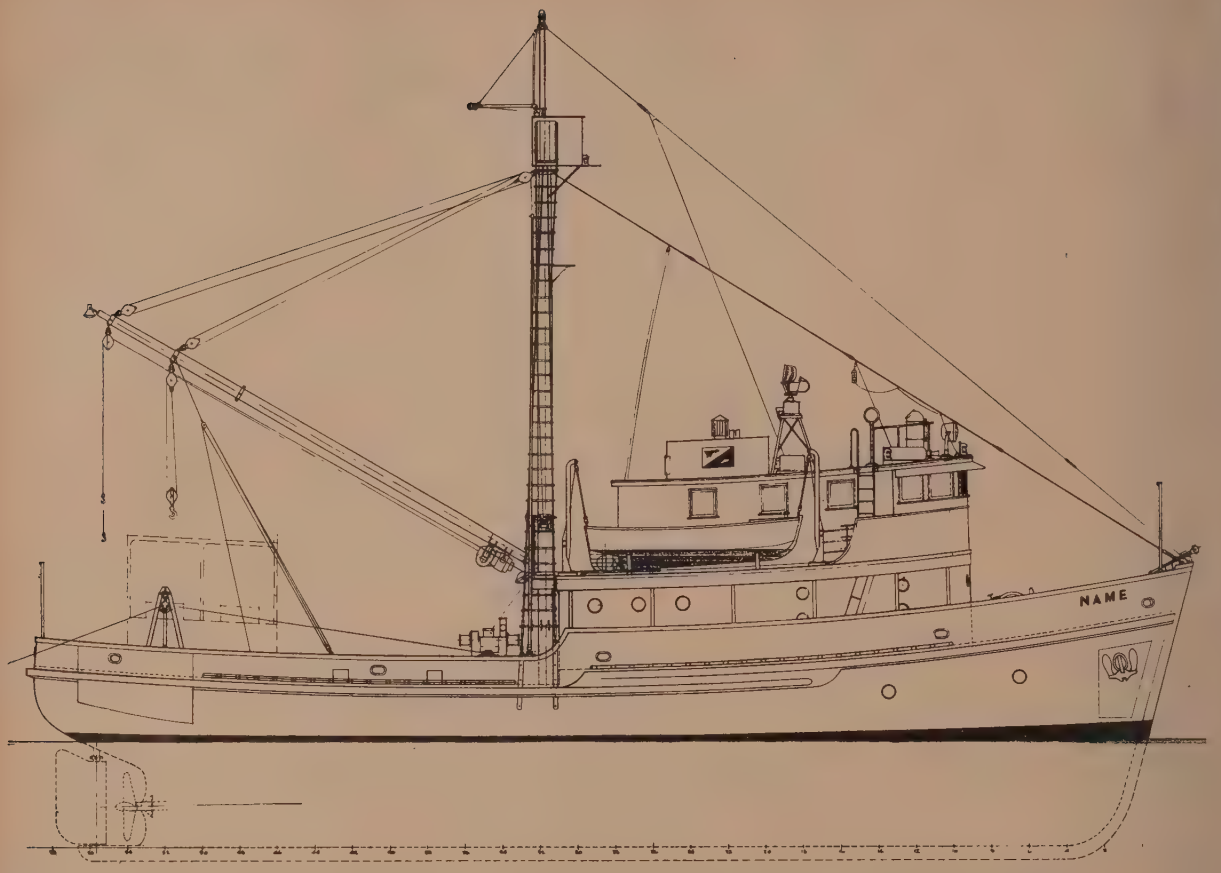


Here is the profile drawing of *John N. Cobb*, Fish and Wildlife Service Alaska fishery exploratory vessel launched in January by Western Boat Building Co., The vessel is 93′ in length and was designed by W. C. Nickum & Sons, Seattle naval architects. It is powered with a 550-hp. Fairbanks-Morse diesel and will be commissioned in February at a ceremony at the F.A.W.S. laboratory and station on Portage Bay, Seattle

Fish Exploratory Vessel Launched for FAWS

The exploratory vessel *John N. Cobb* was launched January 16, at the yard of the Western Boat Building Company, Tacoma, for use by the U.S. Fish and Wildlife Service off the Pacific Northwest and Alaska to explore untapped fishery resources—with special emphasis at first on Albacore tuna.

The 93′ vessel is constructed of wood and is to be equipped with all the latest navigational equipment—including radar, loran, two depth-finding devices, and electro-mechanical steering. An experimental-sized refrigerated hold, bait tanks, brine wells, and all the fishing equipment for seining, longline fishing and trawling are part of the equipment, as well as some experimental rigs of unorthodox design.

The U.S. Fish and Wildlife Service plans to commission the vessel in a Seattle ceremony about February 15, and tentative plans are laid for an "open-house" for the benefit of interested fishermen and others in the area. After a shakedown cruise and brief test period, the *John N. Cobb* will sail to Alaskan waters to begin its fishery explorations. Tuna is a relatively new industry in Alaska and the exploratory vessel will investigate the potentialities of tuna in the area.

The Service's exploratory fishing vessel *Oregon* prospected for tuna in Alaskan waters last fall. The *Oregon* landed tuna off a southeastern Alaska location that may be the farthest north that tuna have ever been captured by commercial fishery methods.

The vessel was named after John Nathan Cobb, a foremost fishery expert in the early Bureau of Fisheries, and a former editor of Pacific Fisherman. Mr. Cobb, who died in 1930, was also noted for his authoritative books on salmon and the Pacific cod. In 1919, Cobb helped organize, and became first dean of, the College of Fisheries of the University of Washington in Seattle.

57 Years a Gillnetter

Peter Dorsich, of Astoria, retired last summer at the age of 78 years after having fished for 57 years without missing a season. Born in Austria in 1871, he rounded Cape Horn in 1891 aboard the *Scottish Isle*, a full rigger British ship.

He started fishing in February, 1891, and for 15 years fished sailboats and his first powered boat had a 4 hp. Union. Dorsich sold his gillnet boat t o George Yanchenka, young Astoria gillnet fisherman, who has also worked on various dragboats.

Food Specialty Cannery New Seattle Salmon Plant

Newest salmon cannery to operate in Seattle is the Food Specialty Co., set-up last season by Henry Fisher on the Duwamish Waterway at 700 Fontanelle Street, near the Continental Can Co. factory.

Mr. Fisher is assisted in management of the plant by his son Ed.

Equipment consists of a hand-pack half-flat line and a machine-filled tall line.

J. E. Richardson Visits North Coast Distributors

John E. Richardson, Pacific Coast manager of The Linen Thread Co., made an early January trip from his San Francisco headquarters to the Pacific Northwest to meet the company's customers in Oregon and Washington and to confer with Edward Cunningham, president of the Pacific Marine Supply Co., and A. G. Clark Jr., manager of the Oregon Marine Supply Co., The Linen Thread Co. distributors in the region.

In Seattle he spent considerable time with Jack Ashley, the company's Pacific Northwest distributor, preparing for the coming fishing season and supply of their customers' netting needs.

Dick Merritt Handles Sales for Enterprise

R. H. "Dick" Merritt, assistant to Sebastian Sollecito, president of Enterprise Packers, Monterey, since the fish packing company was organized, has been made sales manager of the company, in addition to his other duties.

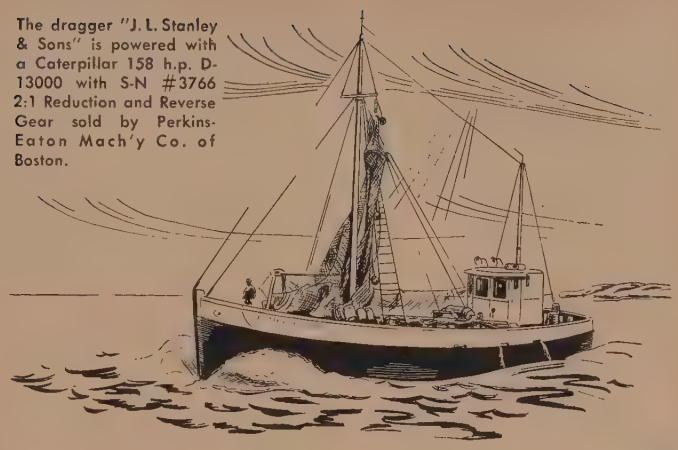
Mr. Merritt has been identified with the Monterey sardine industry for many years. Mr. Sollecito in announcing Mr. Merritt's appointment also stated that Enterprise would now sell direct to brokers throughout the United States, and to exporters.

Enterprise Packers has added to its capacity having added eight fillet machines purchased from the Neptune Process Machinery Co. The company now produces 1-lb. oval sardines in tomato or mustard; 1-lb. talls, natural; 5-oz. round, 8-oz. buffet, 8-oz. flat, and an 8-oz. fillet pack.

The 5-oz. round or "jitney" pack, as it is called on Cannery Row, is produced without any pre-cooking at Enterprise. The fish are packed into the cans by women packers, and then are sent directly into a Continental Can Co. vacuum closing machine.

Capsized Seiner Salved

Petrina, a large Monterey sardine seiner, fishing in waters off San Luis Obispo, turned over and sank in late December. Under supervision of the firm of Wilvers & DeFevers, San Pedro, the vessel was raised by Pacific Towboat & Salvage Company, Long Beach, and taken to Todd Shipbuilding Corporation yard, San Pedro, drydocked and bids invited for repair of the vessel.



The dragger "J. L. Stanley & Sons" is powered with a Caterpillar 158 h.p. D-13000 with S-N #3766 2:1 Reduction and Reverse Gear sold by Perkins-Eaton Mach'y Co. of Boston.

Are you *Braggin'* about your *Draggin'*?

You can, when you have dependable herringbone S-N Gears! F. W. Savery, owner of the dragger, "J. L. Stanley & Sons", proudly says:

"In 3 years of operation I've had no trouble with this gear . . . I wouldn't change it for any on the market."

S-N Gears withstand the terrific, varying strain of heavy dragging, and all rugged fishing operations. You get there and back without costly breakdowns . . . without spoiled fish. Profitable fishing needs the best . . . insist on S-N Gears for your new engine!

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Pacific Marine Engine Co. *Seattle*
Simplex Engine Co. *Vancouver, B. C.*
W. L. Masters & Son, Inc. *Chicago*

F.V.O.A. Re-elects Top Trio of Its Officers

Top three officers of the Fishing Vessel Owners Association, Seattle, were re-elected at the mid-December voting.

Thus, Emil Nilsen of the *Norrona* continued as president; Harold Hansen of the *Havana* as vice president; and Ole Satero of the *Ilene* as secretary.

Trustees were elected as follows: Jalmar Rockness of the *Unimak;* Carl Sather of the *Faith II;* Axel Buholm of the *Regina;* Sig Hendricks of the *Yakutat;* Nels Pedersen of the *Aleutian.*

W. A. Wadhams Dies

William Albert Wadhams, 81, veteran British Columbia cannery operator, died in New Westminster Dec. 29.

Wadhams grew up in the industry, working in one of the first canneries built on the Fraser and operated by his father. Then he worked at Wadhams cannery, which his father started at Rivers Inlet, and at New England Fish Co. and Canadian Fishing Co. plants at various points along the coast.

Following his retirement 10 years ago Wadhams operated a small fleet of pleasure craft in Coal Harbor, Vancouver.

Albacore Boats Equipping

Already preparing for the 1950 Albacore season, skippers of small boats at San Diego are equipping for more efficient operations. Radiomarine direction finders were installed on the *Shani,* Donald Quick; *Trojan,* Sam Meserve, and a jigboat owned by the former tuna skipper, Paul Ames. The *Shani* was also given a new RCA ET-8037 Radiotelephone. All equipment was supplied by Shepherd Diesel Marine, San Diego representatives for RCA, according to Roy Wilson, manager.

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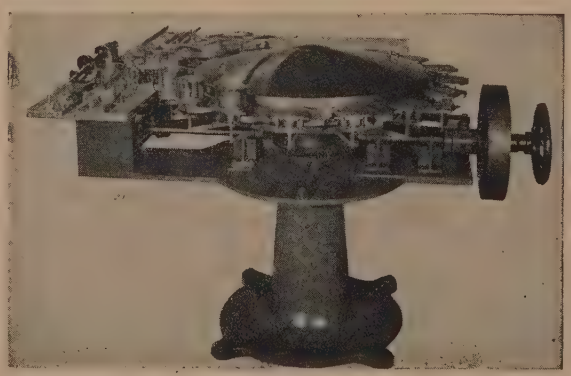

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B. C. Whaling Executive "Scouts" European Industry

Douglas Souter, manager of Western Whaling Corporation, subsidiary of B. C. Packers, Ltd., returned late in December from a trip to Norway and the United Kingdom where he inspected killer ships, factory ships and plants where whaling equipment is manufactured.

Purpose of the trip was to survey methods and apparatus used by whaling men in the countries that have made greatest progress in the industry. Some of the ideas picked up by Mr. Souter while abroad may be adapted to conditions prevailing on the west coast of British Columbia. Western Whaling Corporation operates its shore plant at Coal Harbor on the northwest coast of Vancouver Island and last season, with three killer boats operating, had a total catch of about 250 whales.

One of the things that may be employed next season by the British Columbia company is the electric harpoon. The harpoon itself is attached to a cable carrying a high voltage-high amperage charge from generators aboard ship.

The method previously in use involved explosives, a two-pound bomb being inserted in the head of the harpoon set off by a three-second fuse ignited by impact of the harpoon.

The company plans to proceed with improvements of processing machinery at the shore plant with a view to improving the product and streamlining the operation, but details of the program have not been disclosed.

"Sea Lark" Venture Hit by Liver Prices

Sea-Lark, owned and skippered by Nick Dragich, San Pedro, a converted 165′ ATR, navy ocean-going tug to shark fisherman, returned to her home port in late December, with her crew reporting a none too successful trip, due to the collapse of liver prices during the latter part of 1949. Last port of call for the vessel before arrival was listed as Taltal, Chile. Future of the *Sea Lark's* operation was undetermined in January.

FRANK C. ELLIOTT, United States representative of Henry W. Peabody & Co. of London, Ltd., was back at his Seattle headquarters the first of the year, after about seven months in the Orient —mostly in Japan, but also spending some time at Hong Kong and Manila. He expected to leave again early in February for a stay of several months in the British West Indies.

California Law Lets Fishermen Dump Sharks

After considerable study as to how to meet the situation this season, shark fishermen at Eureka and other northern California points heaved a sigh of relief recently when they discovered that the law now permits disposal of shark, or dogfish, carcasses at sea. A state statute forbidding this practice was repealed at the last session of the state legislature, but only recently came to light among other amendments and changes to the California Fish and Game Code.

Fishermen had complained that the carcasses, which are not considered edible, soured the holds of their vessels when stored for delivery to port, where normally they were ground up for fertilizer.

The fishermen are still a bit concerned over the situation as they point out that the dumped carcasses may foul the dumping areas at sea, driving food fish away. One solution is that of dumping in the great submarine canyons off the Eel river, known to be infested with eels.

FRITZ YERMAN, formerly with the Hooper Foundation, University of California, the Bell Smoked Fish Co., and A. LaRocca & Sons, San Francisco, is now research technician with Hawaiian Tuna Packers, Ltd., Honolulu, T.H.

Fisherman calls it...

"a revelation"

the New P&H MARINE DIESEL 2-CYCLE

The "Fannie C. Angeli" making knots with its new P&H Marine Diesel.

This is the praise Allen Gollet, President of Freeport Fisheries, Freeport, Texas, and an experienced diesel user has for the new 2-cycle P&H Marine Diesel. His 50-foot snapper boat "immediately showed new speed and a response to control that was a revelation."

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P&H Diesels with all major castings of lightweight, corrosion resistant alloys combine lower weight per horsepower with operating efficiency that puts more profits in your fishing. These are advanced diesels — with an ease of servicing that's unmatched by any other. In just 90 minutes you can replace an entire cylinder head and piston assembly — *without touching the pan!*

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Six-cylinder, 2-cycle P&H Marine Diesel, 145 h.p.

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South Pacific Co. Expands With Lease of Y-Ne-Me Co.

President Mel Marsh, South Pacific Canning Company, Long Beach, announced in early November his firm had leased the Y-Ne-Me Canning Company, Port Hueneme, in the Oxnard district. Under the new management the cannery has been producing sardines and mackerel since Oct. 1. The plant had been put into operation several seasons ago by Joe Rappa, Monterey.

The cannery, located away from the water, maintains an escalator on Dock 1, operated by the Oxnard Harbor district, and fish unloaded from seiners there are trucked to the cannery.

South Pacific Cannery, under the progressive management of last year's president of the California Fish Canners Association, has been rapidly expanding its canned fish operations. Last year it became an important factor in tuna packing by placing a number of large tuna clippers under contract, thereby materially increasing its 1949 pack. Now, with the addition of the Y-Ne-Me plant's production to the main plant's own mackerel and sardine, it will have a much larger pack in both these canned products. The K & M Fisheries, a reduction plant, is also operated in connection with South Pacific Canning Company.

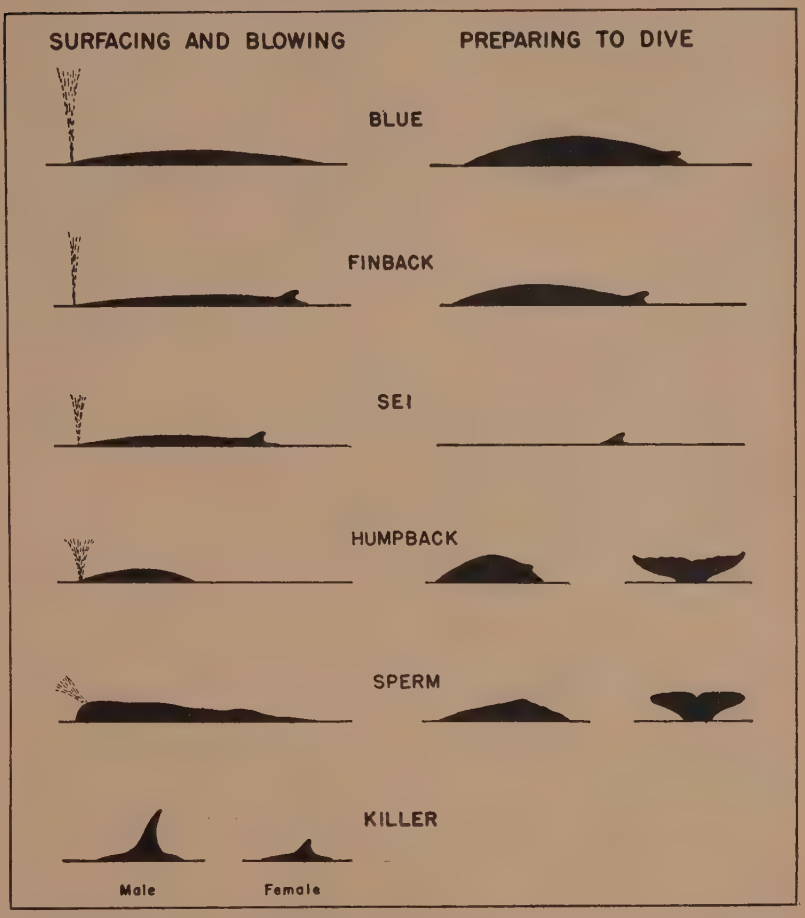
Fishery Minister Courts Export Salmon Trade

While on a round-the-world journey on Canadian government business, Fisheries Minister R. W. Mayhew, of Victoria, B. C., hopes to do a selling job for the west coast salmon industry.

Mr. Mayhew is not going to Australia or New Zealand, but he will see the representatives of those two important potential markets when he attends an international labor conference in Mysore, India, and a convention of British Commonwealth ministers in Ceylon.

There is a possibility that British Columbia canned salmon will be sold in India as well as in Australasia, and as the prospects of selling in large volume to the United Kingdom this year appear to be pretty slim, Mr. Mayhew will try to obtain business in the other countries equivalent to the 1950 reduction in the U. K. contract. The British government took 410,000 cases of canned salmon from B. C. in 1949.

The Canadian minister went to India via Ottawa, London and Egypt. He planned to return by way of Hongkong, Japan and Hawaii.



Accompanying profiles of whales common along the North Pacific Coast was prepared by Gordon C. Pike of the staff of the Pacific Biological Station of the Research Board of Canada as an assistance in identifying the several species by their appearance when blowing and diving. The humpback is the commonest of the whales on this coast; and the blue whale is the largest of *all* whales. The sketch shows that the difference often noted in the dorsal fin of "blackfish," usually killer whales, is a characteristic of the sexes.

Seiner Burns and Sinks

St. James, big seiner operating out of Los Angeles harbor burned and sank off Pt. Fermin, late in December. The 12-man crew, fishing sardines, were rescued by another seiner, *Siella.* The *St. James* was owned by the skipper, John Ruzich. Another late-December casualty was the 55′ small tuna vessel, *Seaco II.* She hit a reef in Magdalena Bay, Lower California and was lost. Skipper Gustavo Valencia and crew were rescued. Vessel was owned by Ernie C. Pate, San Pedro. A near tragedy occurred just at New Year's, when the 88′ seiner, *Western Sky* struck a rocky reef off Pt. Conception but, in spite of $20,000 damage managed to make port and unload 65 tons of sardines.

HENRY GOODRICH, vice president and general manager of the New England Fish Co. of Oregon, was recently elected treasurer of the Astoria Chamber of Commerce. He was formerly a vice president of the chamber.

"Marilyn Rose" New Clipper Fleet Member

Marilyn Rose is another wood tuna clipper soon to join the Southern California bait fleet, this one from the yard of Long Beach Marine Repair yard, Long Beach. She was launched in late December for Owner-skipper Anthony Brown, San Diego. His wife, Mrs. Lucille J. Brown was sponsor.

Built at an estimated cost of $235,000, the clipper is 100′ long; has a beam of 25′, and can carry, refrigerated, 170 tons. The propulsion engine is a 500-hp. 8 cyl. Fairbanks Morse direct reversing diesel. Auxiliaries are a pair of General Motors 60-kw generating sets. Refrigeration is Worthington. Pumps are Fairbanks Morse. Clipper is to fish for Coast Fishing Company, Wilmington.

Cliffe Mathers recently furnished a new Nordberg engine to power the skiff on the Chatham Strait Fish Co. seiner *Fram.*

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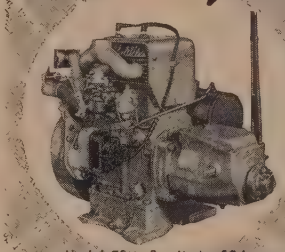

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Continental's Coast Office In Russ Bldg., S. F.

Pacific Coast Division headquarters of the Continental Can Co. are now located on the seventh floor of the Russ building, in the heart of San Francisco's financial district.

The new location not only houses Pacific Coast Division personnel of Continental Can but also San Francisco District personnel which latter district covers an area of approximately 300 miles radius from the city.

In addition to these departments, there are also quarters for representatives of the paper container and fibre drum departments, which products are handled through a separate sales organization.

Continental Can Co. has district sales offices at San Francisco, Los Angeles, and Seattle, with manufacturing plants located in all three Coast states. Sales on the West Coast are headed up by P. E. Fagan, Division Sales Manager, San Francisco; H. M. Blinn, San Francisco District Sales Manager; W. W. Hodgson, Seattle; and J. P. Morgan, Los Angeles.

Shellfish Sanitary Control Effective in B. C.

New government regulations for the sanitary control of the shellfish industry of British Columbia went into effect Oct. 1 and their enforcement has met with the full support of oyster growers on Vancouver Island.

Organizations preparing to benefit from the new code are Walter Jones's Ladysmith Oyster Co.; Edward Timothy Oyster Co.; Pacific Oyster Co., headed by Steve Lang, and Thetis Island Oyster Co. in which Peter Limberis and John Malamas are partners.

The Oyster Growers' Association of B. C. was recently organized with headquarters at Ladysmith, east coast of Vancouver Island, with Walter Jones as president. Mr. Timothy is secretary.

"Jimmy Boy" Founders

Jimmy Boy, 75' steel tuna clipper, formerly the *Pico,* was the first casualty in the Southern California fleet when the vessel sank at Roco Partida Island, Mexico, on Jan 8. A broken seacock was reported as the cause. The crew was picked up by the clipper *Julia B,* Capt. Al Santos, and brought to San Diego. The vessel was owned by the skipper, Robert J. King, A. L. Brosio and the National Tuna Clippers, Inc.

Capt. Tony Barcott, master of the purse seiner *Coral Sea,* elected president of the Fishermen's Cooperative Association, San Pedro, in January.

Tony Barcott Chosen President of F. C. A.

The Fishermen's Cooperative Association of San Pedro elected new officers at the annual meeting held at headquarters, Berth 73, Los Angeles harbor, January 5. Skipper Tony Barcott, of the seiner, *Coral Sea,* succeeded Capt. John Zankich, of the *Vittoria,* as president. The latter assumed the office of vice president, while Slavko Ivancic, *Adriatic* retained his duties as treasurer. New board of directors:

Matt Dragich, *Sea Scout,* Tom Mardesich, *Lina B,* Andrew Rafkin, *Long Island,* and Anton Stanovich, *General Patton.* John Real, San Pedro attorney agreed to act as temporary manager, after the resignation of George Webb. Dorothy Evanisevich continued as secretary with her assistant, Angie Devlahovich.

Newport Plant Has Flush Sardine Season

Stan Henline is the new plant superintendent for Newport Canning Company, Newport Harbor, California, owned by W. Gregory Gorby. During 1949 the company processed approximately 2,500 tons of sardines, packing under its "Ship's Bell" label for talls and ovals. Around three score "scoopers" and five seiners delivered to the cannery. Some local Albacore was also packed.

J. C. STRAND, Ketchikan, owner of the fishing boat *Prince,* visited in Washington and Oregon recently with *MRS. STRAND.* Their trip took them to their former home in Astoria.

Tunaman Dies Seeking To Free Fouled Net

Joseph Edward Correia, 18, was drowned at the Galapagos Island, December 26 while diving to free a fouled bait net on rocks. His father, Manuel S. Correia, also a member of the clipper *Sea Hound's* crew, brought the body home to San Diego. Young Correia was born at San Diego at the Portuguese tuna fishing colony. Manuel Serpa is managing owner of the *Sea Hound.*

B. C. Fish Inspector Opens Private Laboratory

Frank Charnley, in charge of the Canadian government's canned fish inspection laboratory at Vancouver, B. C., since 1936, has retired from that post and is opening his own business under the name of Charnley Laboratories.

R. S. Bolton, who has been assistant to Mr. Charnley, succeeds him as head of the government laboratory.

In his new office Mr. Charnley will offer services as an analytical chemist and facilities for control of quality of industrial products. He will also engage as consultant statistician in planning and carrying out researches in industrial, agricultural and biological fields.

Trained as a chemical engineer, Mr. Charnley joined the Fisheries Research Board of Canada in 1931 and served there for four and a half years until opening the government's laboratory and installing the system under which the entire canned salmon pack of British Columbia and much of the herring, shrimp and crab pack have been inspected.

Seven Small Seiners Building by Grandy

Seven small purse seiners for Alaska service are under construction by the Grandy Boat Co., Seattle. Earl Grandy reports that three of these are 34-footers for the Parks Canning Co.

Libby, McNeill & Libby have ordered two 40' boats; and one of similar length is building for Henry Duncan of Metlakatla. An Alaska fisherman has also ordered a 42' seiner from Grandy.

The yard expects to close several more orders for boats in the 40' range within a few weeks. Grandy's recently was awarded a Johnson outboard motor dealership, and is the Pacific Northwest distributor for U.S. moulded plywood boats.

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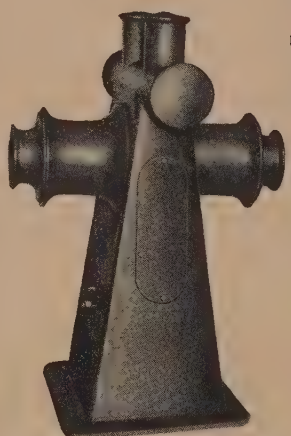

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F.C.A. Neah Bay Station Building by General

Plans for the construction at Neah Bay of bulk oil storage installations ashore and dockside product delivery facilities by General Petroleum Corporation, to be added to the recently completed dock of the Fishermen's Cooperative Association, Inc., were disclosed recently in Seattle.

The announcement was made jointly by Albert E. Horn, Jr., the oil company's Washington division manager and officials of the cooperative, John Olsson, president, and Bert Johnston, secretary and general manager.

Construction is scheduled to be completed in March. Four 20,000 gal. bulk oil storage tanks, will be built near the shoreline. The tanks will store gasoline, diesel, and white diesel (50 Cetane) fuels. An extension to accommodate a marine oil products warehouse and sales office will be added to the cooperative's 589′ dock; and a 60′ float, completely equipped for servicing vessels coming along side, will be built to extend from the ware house area on the dock.

Included in the construction will be the laying of 2800′ of piping Three pipe lines, of approximately 900′ each in length, will carry products from the barge unloading area of the dock back to the storage tanks ashore.

Completion of the construction will mean that the cooperative, which will serve as agents for General Petroleum Corporation on the Makah Indian Reservation, will be able to offer complete marine products and service to fishing vessels in addition to ships stores, fish icing and storage facilities.

Half-Million Sought For Mothership Fire

A suit was recently begun at San Diego to collect $500,000 insurance on the fire-destroyed tuna mothership *Reina Del Mar,* from a group of Lloyds of London agents. The vessel was burned off Lower California last February 17.

Plaintiffs were Anthony C. Martinolich, Bank of America and the San Diego Packing Company. They alleged that proof of the vessel's loss had been submitted but that payment was not made.

Although only four of the "several hundred" underwriters were named, Jack A. Donelley, counsel for Tony Martinolich, said all of them agreed to be bound by a judgment against any one group.

End of a 1,000-mile tow—the disabled tuna clipper, *Miss America,* was safely returned to a Terminal Island fish cannery by the *Pacific Retriever* after the fishing vessel lost her propeller near Topolobampo. The tug, which specializes in serving tuna vessels, is a converted 110′ Subchaser with twin 500-hp. G.M. diesels.

Pan-Pacific Extends Contract Clipper Fleet

Pan-Pacific Fisheries, Inc., packers at Terminal Island of tuna, mackerel and sardines, will enlarge tuna packing operations in 1950, and have placed under contract for fares from a number of long-range clippers. Among the vessels are *Calistar, Leona C, Charlene, Commander* and *Ocean Pride.* The ill-fated *Dominator,* which sank at Galapagos Islands in December was also on a trip for Pan-Pacific. The company has several purse seiners delivering, the largest being *Pan-Pacific,* which was in southern waters when the new year began.

Tuna Skippers Golf

The American Tunaboat Association's first annual golf tournament, held in connection with the San Diego association's annual get-together of tuna clipper skippers and owners produced the following winners in late December: Winner, President's cup, Cosimo Cutri; vice president's cup, Machado Medina. Campbell Machine Company trophy, John Sparks; National Steel & Shipbuilding Corporation trophy, Grey Silva; Bobrick trophy, Reid Scott; Martinolich Shipbuilding Company trophy, Joe Medina, Doria trophy, Charles A. Landers; Nuttall-Styris award, Omar Schmidt-Joe Nunes.

CHARLES BRENNER, 79, father-in-law of *JOHN V. MORRIS,* president, California Fish Canners Association, and legal counsel for French Sardine Company, Terminal Island, died at the Morris home, Rolling Hills, January 4. Mr. Brenner was a pioneer in the fish-canning business and, in the early days of commercial fishing at Los Angeles harbor, was engaged in installation of canning machinery.

Designer's Wife Sponsors Second Bertin Clipper

Hortensia Bertin, new wood tuna clipper was launched at Tacoma Boat Building Company yard for O. E. Bertin, Santa Monica, January 3. Sponsor was Mrs. Dulcie DeFever, wife of the San Pedro naval architect who designed the 103′ vessel. He is a member of the firm of Wilvers & DeFever.

Scheduled for early spring fishing, the clipper will have as skipper Arnold Azavedo, San Diego, and the receiving cannery is to be Van Camp Sea Food Company. Main power is a 465-hp. 6 cyl. Superior diesel, supplied by Lewis L. Livesley, Pacific Coast manager, Superior Engine Company, Torrance, Calif. Auxiliaries are General Motor diesel-generating sets. The all-brine refrigeration system will handle an estimated 186 tons.

The new addition to Southern California's tuna clipper fleet is the second for Capt. Bertin, the first being *Yolande Bertin,* skippered by Norman Head. The *Hortensia Bertin* has lines similiar to the *Coronado,* also from Mr. DeFever's board.

Charles Alhadeff Makes Double-Purpose Trip

Charles Alhadeff, vice president and general manager of Whiz Fish Products Co., left Seattle January 11 for a southern and eastern trip in connection with committee work for the National Fisheries Institute. He will reach Atlantic City in time for the National Canners Association convention, and then will visit a number of his company's principal markets en route home.

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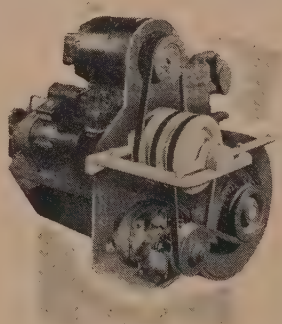

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Juneau Fish Fleet To Get New Gridiron

Juneau fishermen will paint and repair their vessels on a new gridiron this spring.

This was assured at a recent meeting of the Juneau City Council, when Frank A. Metcalf, chairman of the Territorial Board of Road Commissioners, told city officials that the board had given its O.K. to his recommendation that $30,000 of Alaska Motor Fuel Tax funds be appropriated for a new gridiron in the Juneau small boat harbor.

Need for enlarged gridiron space was termed an "emergency" by members of the harbor committees of both the United Trollers of Alaska, Juneau branch, and the Juneau Fishing Vessel Owners' Association at a meeting in December attended by Metcalf and city council members.

Plans for a 320-foot gridiron with space for vessels on both sides of the center catwalk were presented by the Juneau city engineer at that time.

Revised plans, submitted to the territorial road commissioners board after approval by fishermen, call for construction of a single-sided 640-foot gridiron with room for 20 vessels at a time.

The new gridiron will be constructed on the east side of the basin parallel to Harbor Way, making it convenient for fishermen to carry materials from the street to the gridiron.

Work will begin on the structure as soon as materials have been purchased. It is expected to be completed by March.

Employees Win Wage Restitution at Eureka

Six women employees of the Theo. Weissich Fish Company at Eureka shared in an award handed down by Milen C. Dempster, field examiner for the National Labor Relations Board. The Weissich Company made restitution in lost wages, amounting to $1,050.15, to the six employees, who allegedly had been refused admittance into the A.F. of L. Butchers' Union when the Weissich plant workers voted to affiliate with that organization as bargaining agent.

The union was not held accountable, it was stated, but the company was deemed responsible for the lost earnings since the workers had not been called to work. The order also directed reinstatement of the six to their former jobs.

"Faneg" Fulfills Dream Of Master Mariner

Owned by Capt. and Mrs. Frank Grunert, *Faneg* is a notable addition to the Pacific Coast fleet of combination fishing vessels. She was built by Frank Hyman at his United Boat Builders works at Fort Bragg, Calif. Capt. Grunert, of Swedish ancestry, served in the Swedish Navy, and then for years was a master mariner sailing the seven seas. It had been his ambition to own his own boat, so finally after a lot of investigation the Grunerts (Mrs. Grunert is just as much interested in *Faneg* as her husband) commissioned Frank Hyman to build *Faneg*.

Nothing was spared to make her a modern combination boat to be used largely for Albacore and halibut. From Jerry Steves, Fort Bragg manager, West Coast Engine & Equipment Co. was purchased the Bendix depth recorder, a Photo-Electric Pilot with remote controls, and Adel controls. Radio telephone and radio direction finder were furnished by Fisher Research Laboratories. A Cunningham electric whistle is on the pilot house.

The main propulsion of *Faneg* is a General Motors 3071A with 3-1 reduction gear, giving 85 hp, and turning a Coolidge propeller. The engine and propeller were also purchased from West Coast Engine & Equipment Co.

Faneg is 38' long and has a beam of 12'. She has a speed of about 10 knots and carries 10 tons of fish easily.

Capt. Grunert doesn't fish her—he is in the contracting business. Skipper is W. O. O'Riley, well known on the Pacific Coast. Asked if *Faneg* was a Scandinavian word, Mrs. Grunert stated that it was a combination of the initials of her husband and herself—Frank Albert (N) Elise Gertrude.

Big Net Sheds Billed For Salmon Bay

Two 60' x 200' net sheds to be constructed at the Port of Seattle's Salmon Bay Fishing Terminal are expected to get under construction about the first of February. The new sheds will provide additional lockers for 48 vessels approximately three months thereafter.

A complete $1,750,000 expansion program is now underway at Salmon Bay Fishing Terminal, which, when finished, will provide berthing, repairing, maintenance and supply facilities for about 1,000 vessels.

Here's what a merchant mariner and former Swedish naval man wants in a fishing vessel—Capt. Frank Grunert's *Faneg*.

Sardine Industry Loses A. L. Hoffman, Salesman

The host of friends made in the 30 years he had been in the canned fish business, were grieved to learn of the death of A. L. Hoffman, 54, formerly vice-president of the Sea Pride Packing Co., a director of Terminal Island Sea Foods, Ltd., and a partner in Hoffman, Hollywood & Ernst, San Francisco.

Mr. Hoffman started in the canned goods business with H. A. Irving over 30 years ago, and had been associated with Mr. Irving continuously since that time. He leaves a wife; a daughter, Mrs. Alice Arndt; and a son Allen.

"Calistar" Sold Again

The 100' wood clipper *Calistar*, formerly owned by Capt. Oren H. Dickason and Terminal Island Sea Foods Ltd., is now operated by William B. Studley, and fishing for Pan Pacific Fisheries, Inc., Terminal Island. She was sold last August to Ernie Endrade and associates and then resold late last year.

Calif. Cannery Inspection Arranged at Eureka

The Humboldt county board of supervisors at Eureka recently entered into a contract with the California State Department of Public Health whereby the local health department will inspect canneries and canning operations to include processors of tuna, crab, salmon and other seafoods.

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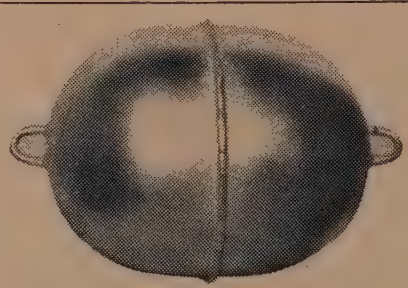

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Mechanical Refrigeration Effective for Halibut

Martin Nilsen, whose 82′ *Recruit* is one of the few refrigerated vessels in the Alaska halibut fleet this year, believes that fully refrigerated halibuters will revolutionize the industry in the future.

Nilsen formerly lived at Petersburg, Alaska, where he has the halibut boats *June* and *Doric*. His *Recruit* was built in Tacoma in 1943 and was fully refrigerated at a cost of $14,000 three years ago for tuna fishing off the California and Mexican coasts.

Now fishing halibut in Alaska for the first time since the *Recruit* was refrigerated, Nilsen says the installation is proving its value. Using the cooling system only six hours a day, he brought in to Ketchikan fish which were as fresh as the day they were caught, he said, and veteran fish buyers in Ketchikan agreed with him. And this despite the fact that his oldest fish were 19 days old. "It was impossible to tell them from the latest catches," he said, adding that "everybody was astounded."

The refrigeration not only lets boats stay out longer, but it assures even better fish for the longer period than the customarily iced fish for shorter trips, Nilsen says. He said a boat the size of the *Recruit* normally would take on more than 30 tons of ice for a trip to western Alaska, but that he would take only less than half that amount.

There also is a considerable saving in bait, he said, as that not used on one trip can be kept in perfect condition for the next.

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LOS ANGELES, CALIF.

Well-Known Everett Fisherman Dies

Vince Martinis, skipper and owner of the seiner *Polarland,* died at an Everett hospital recently after a short illness. He was one of the best known purse seiners of the North Pacific. He was taken ill on Sunday, Nov. 13 and died the following Tuesday. During the past salmon season in Alaska, Mr. Martinis first became ill and was flown by the Coast Guard to a hospital in Anchorage and later to Seattle. After recuperating, he resumed fishing with his seiner after it returned to Everett for the Puget Sound salmon fishing. After the strike, Mr. Martinis stopped fishing and was at home when stricken.

Jitney Line Added

San Carlos Canning Co., Monterey, installed a 5-oz. round or "jitney" line in its cannery, and is said to have been the first cannery on Cannery Row this season to produce this type of pack.

"Alert" Owners Win Damages for Bombing

Owners of the San Diego tuna clipper *Alert* have just received a check for $68,479 from the U.S. government, but as most of the nearly 50 tuna clipper owners whose vessels were requisitioned by the Navy at the start of World War II, found out afterward, collecting wasn't easy.

The case of the *Alert,* however, was different. She had been built and for years operated by Japanese tuna fishermen, therefore was under suspicion. On December 12, 1941, the wood clipper was off Panama and her American officers and Japanese crew were ordered to take her to Puntareanas, Costa Rica. The owners, Alert Fish Corporation, Wilmington, went out of business.

However, someone in Panama figured the clipper was making a run to escape and ordered planes to bomb her. She was badly damaged, but managed to remain afloat. During the intervening years to recently, the original owners had received nothing, not even an official estimate as to the clipper's value.

Arch Ekdale and Gordon Shallenberger, attorneys, report claims judges have awarded judgment of $68,479.

The *EDGAR MARTIN CO.*, engineering distributors, has moved into new and larger quarters at 55 New Montgomery St., Suite 408-10, San Francisco 5. The company which is a distributor for Amercoat vinyl coatings as well as Rust Tox and other similar coatings, will retain its present telephone number of DOuglas 2-0862.

Closing Machines for Sale

1 **Oval Can Closing Machine** for one-pound oval cans. Max. Ams., Model No. 32-B, American Can Conversion, capacity 35 cans per minute, a good buy, in good condition.

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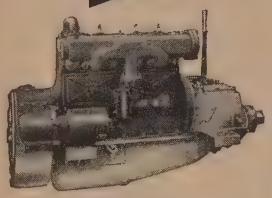

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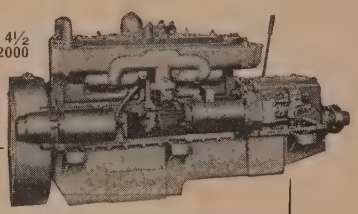

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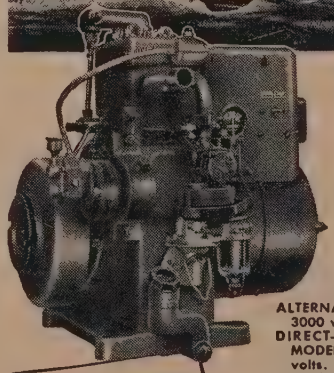

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LINES and LEADERS

Standard Oil Tide Tables Valuable for Fishermen

Again the Standard Oil Co. of California has made available to boat owners its very handy and complete set of tide tables, covering the Pacific Coast from Alaska to Mexico.

Standard tide tables for 1950 have been further improved over previous issues as follows:

Maps showing marine stations in all tidal areas have been completely revised, particularly in the Pacific Northwest and Alaskan booklets. The maps have been entirely remade, revising the color scheme so as to make more attractive and legible maps.

Moonrise and moonset tables have been set up for all areas, which should be of considerable advantage to fishermen and other users.

Tidal differences have been established for every Standard marine station's locations in all three booklets, with the exception of four locations on which it has been found to be impossible to establish tidal information.

The compilers of the Standard tide tables state that to their knowledge this information is not available to the public through any other means.

The 1950 tide tables come in three booklets, one Alaska, another of the Pacific Northwest, and the third, California-Mexico.

Incorporated in the tide table booklets are international distress signals, Pacific Coast distances, motor boat regulations, storm signals, fish and game laws, and much other useful information for the boatman.

Copies of the tide tables are available free at any Standard Oil Co. marine service station, or the company will be glad to mail them upon request to the firm's headquarters at Room 1411, 225 Bush St., San Francisco, California.

Standard Steel Corp. Buys Hersey Drying Machinery Division

Standard Steel Corporation of Los Angeles, one of the largest fabricators of heavy steel plate in the west, in January announced the outright purchase of the Drying Machinery Division of Hersey Manufacturing Company of Boston, Mass. Standard Steel has for many years manufactured drying and dehydration equipment for chemicals, fertilizers and by-products.

In announcing the transaction, Robert S. Burns, president of the purchasing company, stated: "Hersey Manufacturing Company was established in Boston in 1859, and the original patent for rotary drying was obtained by Charles S. Hersey in 1871. Our own Dryer Division is an outgrowth of the old Pioneer Boiler Works of Los Angeles, which was established prior to World War I. The combination of these two dryer organizations gives Standard Steel a background of engineering, design and experience in dryer fabrication that is second to none in the country. Hersey has enjoyed a world-wide reputation for fine dryers, particularly in the sugar, wood and starch industries, which are fields comparatively new to Standard Steel. The acquisition of the Hersey patents, designs and process techniques will make it possible for Standard Steel to offer the most complete line of dryers to be obtained anywhere. We can now offer continuous or batch dryers for every purpose, as well as kilns, calciners and rotary coolers, regardless of size or type."

Plans for 1950 call for manufacturing in the east as well as in the main plant at Los Angeles, and expansion of sales, service and plant facilities is already under way. Key personnel of the acquired organization will be retained. H. W. Harrigan, General Manager of the Hersey Division, will become Eastern Manager of Standard Steel Corporation. J. A. Boyd, Chief Engineer for Hersey with 25 years' experience in the design of dryers, is moving to Los Angeles to assume a similar position at Standard Steel, assisting Russell J. Love, vice president in charge of Engineering.

In commenting in Boston on the sale, Mr. Winthrop P. Hersey, Vice President and General manager of Hersey Manufacturing Company, said: "For some time we have been looking for the right company to buy our Dryer Division. This operation, though 70 years old with us, has become in recent years more and more foreign to our main business of manufacturing water meters and allied accessories. We are happy to conclude this transaction with Standard Steel Corporation, as we are certain that it will carry on the Hersey traditions and serve the best interests of our many customers.

Other officers of the Standard Steel Corporation include Wendell H. Kinney and Roland T. Kinney, both Vice Presidents well-known to the manufacturing industry as the result of the past 20 years they both have spent in the foundry, machine tools and allied lines on the West Coast.

Baker Refrigeration's Export Office Moves to New York

Moving of the General Export Offices of the Baker Refrigeration Corporation to 103 Park Avenue, New York City, effective immediately was announced recently by Frederick W. Smith, Baker's newly elected vice president in charge of sales. This re-location will enable the Baker Export Department to keep in closer contact with its foreign distributors and forwarding companies who are located in New York City.

The Baker Export Department, for many years located at Omaha, Nebraska, and more recently at the main offices of the company at South Windham, Maine, is under the direction of Lillian Keiser, who has served in this capacity several years.

Smith also added that a complete application engineering staff will also be headquartered at the New York office. A representative group of Baker products will be displayed.

The Export Office will be equipped to act as New York City Headquarters for representatives of the company, and will offer facilities for distributors and customers located in the metropolitan area or visiting New York, to go over Baker's entire line of air-conditioning and refrigeration equipment.

Westinghouse Air Brake Out for Marine Business

The Westinghouse Air Brake Co. has formed an Industrial Products Division in which development, promotion and marketing of all products outside the railway field will be grouped. Promotion of air compressors and pneumatic controls, now widely used in automotive service, aircraft, oil rig and marine applications will be expanded and extended to other general industrial processes.

The new division will comprise three sections — a field sales organization, a headquarters sales organization and a headquarters engineering organization. Appointed to direct activities of the new division are three men from the Air Brake organization who have long specialized in this field: A. J. Bent, field sales manager; J. P. Cooper, headquarters sales manager; R. R. Stevens, industrial engineering manager.

Chas. T. McClellan and John Parachini California key men for Radiomarine.

Radiomarine Names New Sales and Service Men

Harvey Butt, San Francisco, Pacific Coast regional sales manager of Radiomarine Corp. of America, has announced the appointment of Charles T. McClellan as sales and service representative for Southern California, and of John Parachini to the same post in San Francisco.

Mr. McClellan has been electronic sales manager for the company in San Francisco and Mr. Parachini has been in charge of service there. The former will be located at the firm's office at 437 North Avalon Blvd., Wilmington, and the latter at 16 First St., San Francisco.

Warren Wells, formerly district manager for Southern California, will handle service work there.

McBain Gurdies to Be Sold By Sunde & d'Evers Co.

Sunde & d'Evers Co., Colman Ferry Terminal, have recently accepted distributorship of the Canadian-made McBain trolling gurdies. These gurdies are manufactured by A. J. McBain Limited, Vancouver, B. C., and have proven very popular among trollers along the B. C. Coast. There are now over 1,000 units in active operation, the gurdies having been on the market since 1945.

The McBain gurdy is available in 2, 3, and 4-spool sets, and a sample model is being shown currently in the front window at Sunde & d'Evers Co., who point to the fine working features of this gurdy, and say indications have already shown that it will be an extremely popular item among Washington and Oregon fishermen.

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Fawick Airflex Staff Reorganized

A reorganization of the sales and engineering department of The Fawick Airflex Company, Inc., manufacturers of industrial clutches, was recently announced by R. S. Huxtable, vice president and general manager of the company.

In the reorganization, John V. Eakin, formerly southwestern district manager, was appointed assistant sales manager, and J. S. Walsh was named assistant chief engineer. J. B. Kelley, formerly director of sales and engineering, left the employ of the company.

Frank C. Warth was appointed southwestern district manager with offices in Fort Worth, Texas, and C. H. Lay was appointed Chicago district manager with offices in Evanston, Illinois.

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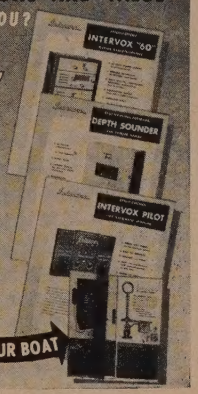

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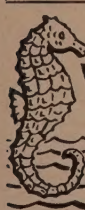

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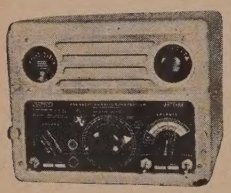

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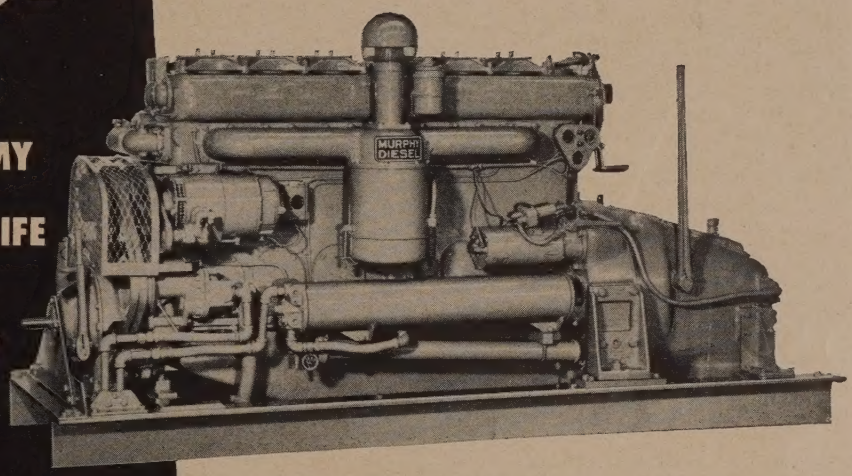

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